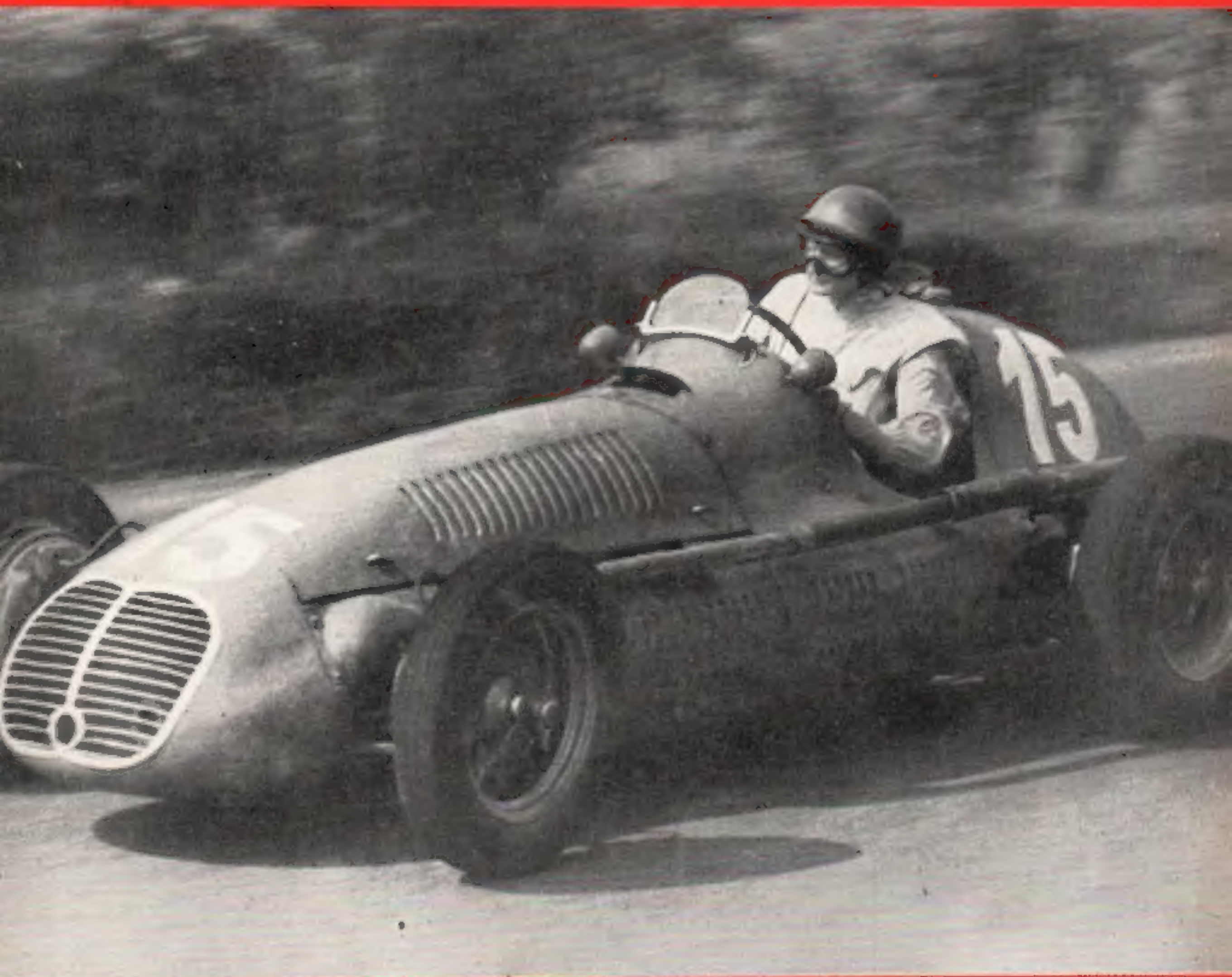


AUTOSPORT

1/6
EVERY FRIDAY

Vol. 3 No. 21
November 23, 1951

BRITAIN'S MOTOR SPORTING WEEKLY



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HAM TRIAL — THE SPORTS CROSLEY — THE

YORKSHIRE S.C.C. PENNINE TRIAL — JOHN BOLSTER
— RUSSELL LOWRY — P. S. de BEAUMONT



In many lands in many languages the world's press has paid generous tribute to the Jaguar. Let their words on the Mark VII Saloon speak for themselves. "Indescribable beauty...² remarkably modern, yet in impeccable good taste.¹ Its roomy body seats six in comfort.³ Four large suit-cases, four golf bags and other personal effects can be accommodated in the luggage boot with the lid closed.⁴ With its famous XK120 engine, it can do a hundred plus miles an hour.⁵ Britain's most outstanding car—and the fastest.⁶"

1. LE MATIN, PARIS 2. LE MONDE, PARIS 3. THE QUEEN 4. DAILY TELEGRAPH 5. NEW YORKER 6. DAILY HERALD

JAGUAR

Powered by the world-famous XK120 engine

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 21.

November 23, 1951

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NOTICES

Published every Friday by AUTOSPORT,
32 Great Windmill Street, London, W.1.
Tel. GERard 3193

Business Manager: JOHN S. CAMPBELL

Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.

Direct from the Publishers or all Newsagents

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EDITORIAL

WHEN John Bolster wrote an article in our issue of 28th September, 1951, entitled "Private Car Taxation", it drew attention to the ridiculous situation whereby many owners of pre-1947 cars pay far more in taxation than the fortunate possessors of newer vehicles. Bolster presented an excellent case for modifying the tax to include *all* private cars, thus abolishing what amounts to an unfair levy on people who, through no fault of their own, either cannot afford to purchase, or obtain delivery of a new machine.

We now learn that this article will be brought to the notice of the present Government with a view to immediate action being taken. The man who will support the plea for a fairer taxation system is Sir Waldron Smithers, Member of Parliament for Orpington. Sir Waldron is a most experienced parliamentarian, and is held in high regard by his fellows as a man whose opinions are based on sound common sense. AUTOSPORT wishes him every success, and sincerely hopes that the Government will act at once to stop this discrimination between owners of old and new cars.

THERE is an aspect of some present-day trials which is disturbing to many competitors. Everyone will have a certain amount of sympathy for an entrant who protests on some organizational slip-up which he (or she) fully believes to have been quite unwarranted. However, little sympathy should be given to drivers who enter protests against fellow-competitors on the slightest possible excuse. These protests, often quite unjustified and trivial, take up time and generally lead to squabbles which are harmful to the sport. This magazine suggests a possible remedy for the practice, namely:—"If a competitor should enter a protest against another competitor which is not upheld and deemed trivial by the organizers of the trial (or rally), then the protester should forfeit all claim to an award in that particular event."

This may be regarded as a drastic step, but in our opinion, unless something is done to stop the petty squabbling which is sometimes the result of unnecessary protests, then many drivers who regularly compete in club events, will cease to take an active part in what they have come to regard as unsporting trials. There are many successful drivers who compete week-end after week-end in club trials, and who would never consider entering protests against other competitors. On the other hand, there are a few people who have the "win at all cost" outlook, completely overlooking the fact that awards are of minor importance compared to the sport itself.

OUR COVER PICTURE

SWISS NO. 1: Popular Baron Emmanuel de Graffenried in his 4CLT Maserati at Dundrod in June's Ulster Trophy race. He has had little success with this car in 1951: he has also driven a Type 159 Alfa Romeo at Berne, Monza and Barcelona.

Pit and Paddock

DOUG COTTON will shortly be seen again in trials in the latest of the well built Cotton Specials.

DEBUT for Roy Clarkson's V-8 Mercury-powered "Roller-skate" is planned for this Sunday in the Kentish Border Trial.

VETERAN C.C. of Great Britain may stage a long-distance rally next June to Annecy, with the co-operation of the Mont Blanc club.

PARDON ME—your tubes are showing!—as the scrutineer said to the trials character who turned up with deeply cut tyres.

PETER COLLINS is said to have joined Ecurie Richmond for next season's racing. In addition to 500 c.c. activities, Formula 2 events are planned and Pete hopes to have a go with a 2-litre Cooper single-seater, powered by a modified Bristol engine.

TRAM CARS are dangerous! Barclay Inglis has just become engaged to Miss Margaret Willis. The question was popped on the top of a tram car in Kingsway Tunnel—probably the first and last time

The Barn in this case being attached to the Lambert Arms Hotel, Aston Rowant—start of last Sunday's Harrow C.C.'s "Cottingham" Cup Trial.

Barclay will ever use such a mode of transport.

ROLAND DUTT has taken over R.D. & W. Garages, Latymer Road. He will race a Wade-blown 4CL Maserati as well as his well-known "2.6" in next season's events.

CUTH HARRISON and his son Edward will soon be joined by Edward's younger brother in trials. What price a family team—the Harrison Harfords?

HELDÉ, French Le Mans veteran, is having his 4.1-litre Ferrari "America" extensively modified for next year's 24 Hours Race. A new type clutch, much reduced weight and repositioning of battery and oil tanks are amongst the main alterations.

ATWIN-ENGINE D-B has been built for next season's Formula 2 racing, with a planned power-weight

ratio of over 200 b.h.p. per ton. It will be described and illustrated in next week's issue.

JAMES STODDART, former President of the Berwick and District M.C., is driving his 1950 Vauxhall Velox, veteran of many rallies, in the "Monte".

DORINO SERAFINI, who was seriously injured in a Mille Miglia crash, is reported to be well on the way to complete recovery.

PIERO TARUFFI recently took out his twin-boom, Maserati-powered Italcorsa in search of more International Class E records. Failure of the fuel pressure pump caused attempts to be abandoned.

LT.-COL. PETER VAUGHAN made L.B.T.D. in the Singapore M.C.'s Gap hill-climb, held recently over a 1 kilometre course. His machine was the ex-Fane, twin-blown 1,500 c.c. Frazer-Nash.

CONFERENCE OF CIRCUIT MANAGERS

JOHAN HUGENHOLTZ, Zandvoort Circuit Managing Director and instigator of the proposed conference of Circuit Managers, now announces that the Meeting has definitely been fixed for 7th, 8th and 9th December. The A.C.F. have consented to the conference taking place on their premises at the Place de la Concorde 8, Paris. The first session will commence at 3 p.m., Friday, 7th December.



The cult of the trials special is gaining strength in Eire. Here is J. C. Millard's Millpool-Morford in last Sunday's I.M.R.C. Autumn Trial, in which he gained a second-class award.

SPORTS - NEWS

MR. MICHAEL CHORLTON

WE regret to report the death of Michael Chorlton in a flying accident. Chorlton, a well-known film director, was an engineer of exceptional ability, and planned to go into production with a lightweight sports-car of his own design. He entered racing with a Bugatti, and competed in many events, including the Jersey International Road Race, the B.R.D.C. International Trophy and the R.A.C. Grand Prix at Silverstone. He fitted the Bugatti with his own i.f.s., and eventually designed and built his own single-seater, the C.D.L., in which he installed the Bugatti engine. A great enthusiast, and a likeable personality, Michael Chorlton will be sadly missed.

THE ITALIAN CHAMPIONSHIPS

ALBERTO ASCARI, Ferrari driver, has been acclaimed 1951 Champion of Italy. His victories in the past season include the German, Italian and San Remo Formula 1 Grands Prix and the Monza, Naples and Modena Formula 2 events. Franco Cortese is Formula 2 champion, and sports-car champion is Ferrari amateur Piero Scotti. Giulio Cabianca, who has gained many successes with the small Osca, becomes 1,100 c.c. sports-car champion, and Antonio Stagnoli and Sesto Leonardi take the 2-litre and 750 c.c. categories respectively. The former has driven a Ferrari this season, the latter a Giau.

PAN-AMERICAN ROAD RACE

THE Mexican long-distance race running northward from the Guatemalan to the Texan frontiers, began on Tuesday, 20th November, and is due to finish this Sunday, the 25th. A dizzy total of 102 cars has been entered, prominent amongst them being the "official" Ferraris of Ascari/Villoresi and Taruffi/Chinetti, the Bonetto/Bracco Lancia Aurelia, the Chiron/Mariotti 4½-litre Delahaye and a Packard driven by Jean Trevoux and Marcel Lesurque.

Tony Bettenhausen, Phil Walters and John Fitch of the U.S.A. are driving Chryslers, and Indianapolis drivers Walt Faulkner and Harry McGriff are also entered. The race is for closed production-type cars, but a degree of "hotting-up" is permitted. Eight nations: Mexico, France, Italy, U.S.A., Canada, Colombia, Peru and Venezuela are represented in the entry list.

NUFFIELD REFRIGERATOR

THE Nuffield Organization have recently installed an underground refrigerator capable of providing to order temperatures as low as minus 76 degrees Fahrenheit (108 degrees of frost). The object is to carry out starting tests on engines in arctic climates. By deliberately freezing up the power units, much practical information can be obtained, and this will be used to ensure that the motorist in the world's chilliest spots will be able to start his car at a touch of the starter button.

Temperature of the room is controlled by a thermostat, and there are double doors, each weighing 3½ cwt., which provide an air lock.

THE FRENCH CHAMPIONSHIPS

CHAMPION driver of France for the third consecutive year is Louis Rosier, the Talbot driver from Clermont Ferrand, whose 1951 successes include first place in the Bordeaux G.P. and the Dutch G.P. at Zandvoort, plus many creditable places in other Formula 1 races.

The title of Formula 2 Champion of France, first instituted last year, falls this year to Maurice Trintignant, the Simca driver who scored a notable victory in the Albi G.P. for Formula 1 cars, and also won the Cadours Formula 2 race.

SALMSON DEMISE?

It is reported by *L'Equipe* that a receiver has been appointed for the old-established French firm, Salmson of Billancourt. Famous for their voituresses in the '20s, Salmson later produced a twin-cam four-cylinder 1½-litre car, which was built in Britain as the British Salmson. The current production, the Randonnée saloon, has a 2.2-litre four-cylinder engine.

SPORTING TRIAL ABROAD

Invitation to British "Specialists"

MARCEL BECQUART, President of the Automobile Club of Mont Blanc, proposes to organize a sporting trial for British competitors in the French Alps on 22nd June, around the Annecy district. M. Becquart offers free hotel accommodation to entrants for a two to three days period, and the entry fee would be negligible, in fact a great deal less than that normally required for a British sporting trial.

The A.C. of Mont Blanc has requested R. K. N. Clarkson to act on their behalf for the proposed event. If sufficient names are received, a committee would immediately be formed to draft the necessary regs.

This gesture by a well-known international rally-driver has the entire backing of the A.C. of Mont

Blanc, and by inviting British drivers of typical trials specials, it is hoped to introduce this peculiarly British sport to the Continent.

AUTOSPORT proposes to give the A.C. of Mont Blanc every assistance to make this event the success it deserves to be. It is understood that the trial will be run on a demonstration basis, and that no International Permit is required. In any case, the A.C. de F. do not, at present, recognize trials as motor competitions.

Intending entrants should notify this magazine as soon as possible, and their names will be forwarded to the proper quarter. Please mark envelopes "French Sporting Trial", and address to "The Editor", AUTOSPORT, 32 Great Windmill Street, London, W.1.

RACE FEVER

BEFORE the Great War there used to be one Grand Prix car race only per year, the A.C.F.'s time-honoured French G.P. Not unnaturally much attention, both beforehand and in retrospect, was lavished by the Press on this event, while reports of the actual race ran to 25 and more pages! Things are different nowadays, and with dozens of events entitled "Grand Prix" in the calendar, only the greatest get fully reported, and even then quickly lose topicality as the succeeding week's race looms up.

It was thus of particular interest to receive recently from Singapore a sheaf of papers, press cuttings and matter pertaining to the Johore Grand Prix, a race meeting held on 5th August by the Singapore M.C. Here was a race accorded much of the attention that the *Grand Prix* in Europe used to receive. Singapore newspapers all published elaborate previews of the meeting, getting really warmed up as race day drew nearer. Practice reports and histories of cars and drivers were printed, and, on the day before the day, out came the "Special G.P. Supplements", chock-full of race matter. Headlines in one such supplement reading "Motor Racing—Malaya's most thrilling Sport", "The Good Spots to Watch From", "Will Jaguars beat the Specials?" "Marvellous Little Cooper", and so on, give an inkling of the wide interest the 1951 Johore Grand Prix commanded. The bumper race programme ran to 50 pages, containing every kind of information on Malaya's major sporting event of the year, proceeds from which were to go to charity.

When race day came the largest crowd ever seen at any sports meeting in Malaya, estimated at 40 to 50 thousand, gathered thickly around the two-mile triangular road circuit in Johore Bahru town. The tropical rain, which had rendered the previous day's practice an uncomfortable affair, obliged by keeping away, and weather was hot, bright and sunny. Many notabilities were in attendance, and the course was opened by His Highness the Regent of Johore in his impressive Type



540K Mercedes-Benz, with a V12 Lagonda following. Oliver Bertram, famous as a pre-war Brooklands driver and one-time Outer Circuit lap record holder, was R.A.C. Steward of the meeting. Radio Malaya put on a full broadcast of the racing, whilst film units were present to make a pictorial record. Singapore, in short, was highly Grand Prix conscious.

The programme consisted of five races, two for motor-cycles and three for cars, the main event of the day being, of course, the Grand Prix itself for "Formula 1" cars over a distance of 51 miles. No Formula 1 cars as we in Europe know them took part, understandably in so distant and relatively isolated a place, but the entry of 18 cars (of which 14 started), all of which com-

plied with the "up to 1,500 c.c. supercharged, 4½-litre unsupercharged" ruling, contained five XK 120 Jaguars, a vintage 4½-litre Bentley, four M.G.s, a 1½-litre Fiat, a 1,000 c.c. Cooper, and six "specials". Of these, Chia Eng Quee's Airhen Special had a Jowett Javelin engine in a lowered "1,100" Fiat chassis.

One of the Jaguars had its envelope-type coachwork replaced by a racing body, one object being to allow plenty of cooling air to the brakes, which had much hard work to do on that circuit. As has been reported in *AUTOSPORT*, Bill Ferguson's Cooper "1,000", once the property of Alan Rippon, won the Grand Prix, taking the lead from the start and never relinquishing it. C. F. Pope put up a grand fight with

his XK 120, however, keeping within a few yards of the Cooper until brake fade put him out only two laps before the end. The special-bodied Jaguar, driven by B. R. Hawes, finished second, sharing fastest-lap honours with Ferguson at 59.68 m.p.h. Two more XK 120s were third and fourth, drivers F. M. Ferguson (brother of the winner) and C. D. B. White, whilst a gallant fifth was P. J. Gibbs-Pancheri's Bentley, driven superbly. Many considered that, had the race been longer, the Bentley would have out-

lasted all the other cars, for the severe conditions—a shade temperature of 90 degrees Fahrenheit and five right-angled corners per lap—caused the retirement of all but seven competitors. Two of the favourites, "Chinese Ace" Lim Peng Han and J. M. Pattinson, last year's winner, crashed during the race.

Winner Bill Ferguson, 40-year-old planter of Perak, acclaimed as Malaya's top-notch racing driver, first became "Cooper-minded" last year when he visited Silverstone while on leave in England, purchased Alan

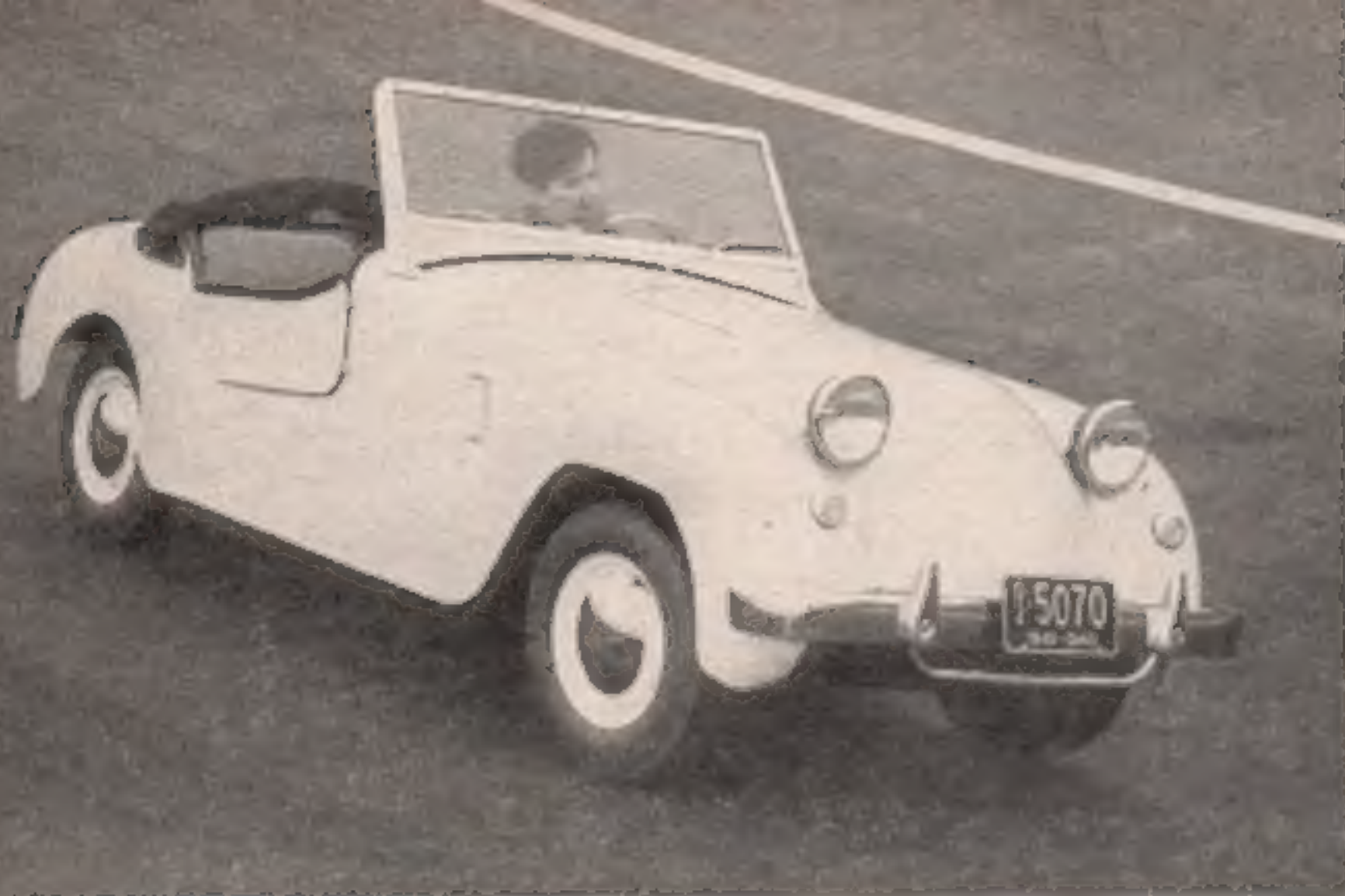
Rippon's machine with 500 and 1,000 c.c. engines, and took it back to Malaya. Up to August this year Ferguson has won 10 awards in Colony and Federation events with the car.

Of the other two car events, the 30-mile 1,100 c.c. S/1,500 c.c. U/s. race also went to the Cooper, while the 10-mile contest for production sports-cars, fought by 11 TC M.G.s and a "Le Mans" Singer driven by one Yap Swee Kit, was won after a great scrap by J. A. Graham's M.G.

IN THE FAR EAST



AUSTIN IN ALLAHABAD: The Austin A40 sports leading a procession of cars in India during its "Round-the-World in 30 Days" trip last summer—a pleasing scene in warmth and sunshine.



The CROSLEY SPORTS-CAR

Details of the only American
Sports-Car in anything like
Series Production

by

P. S. de Beaumont

*A Crosley "Hotshot" on test. It is
powered by a 750 c.c., o.h.c. engine.*

As a make, the American Crosley (no relation to the once well-known British Crossley) dates back to 1939, when the Crosley Corporation, of Cincinnati, Ohio, famed for radios and refrigerators, entered the small-car market. The first model was powered by a 578 c.c., back-axle-mounted, two-cylinder, horizontally opposed, air-cooled engine developing 12.5 b.h.p. at 4,000 r.p.m. The entire vehicle, small even by British and Continental standards, weighed just under 9 cwt., and was listed in America for the then equivalent of £65 for the "convertible coupé" and £70 for the "convertible sedan". It remained in production until the World War II conversion of the Crosley works.

This little car was successful enough to remain in production, yet not so successful as to tempt other manufacturers into its field. I drove one for quite some distance. My impressions were mixed—certainly easily parked and obviously economical—but hard riding, almost no acceleration, and brakes requiring colossal pedal pressure.

In World War II, the Crosley people developed for the U.S. Navy an engine for certain high-speed electrical generators. In June, 1946, Crosley Motors, Inc., produced the first of the present post-war Crosley cars, totally different from their pre-war predecessors. Powered by the ex-Navy engine, they are, of their

type, really good cars. Of a wide range of models, the sports types are of special interest and they were the first post-war U.S. sports-cars to be in actual series production.

The sports Crosleys are called the "Hotshot" and the "Super Sports", the latter being merely a de luxe version of the former, with real doors, more complete upholstery, and so on.

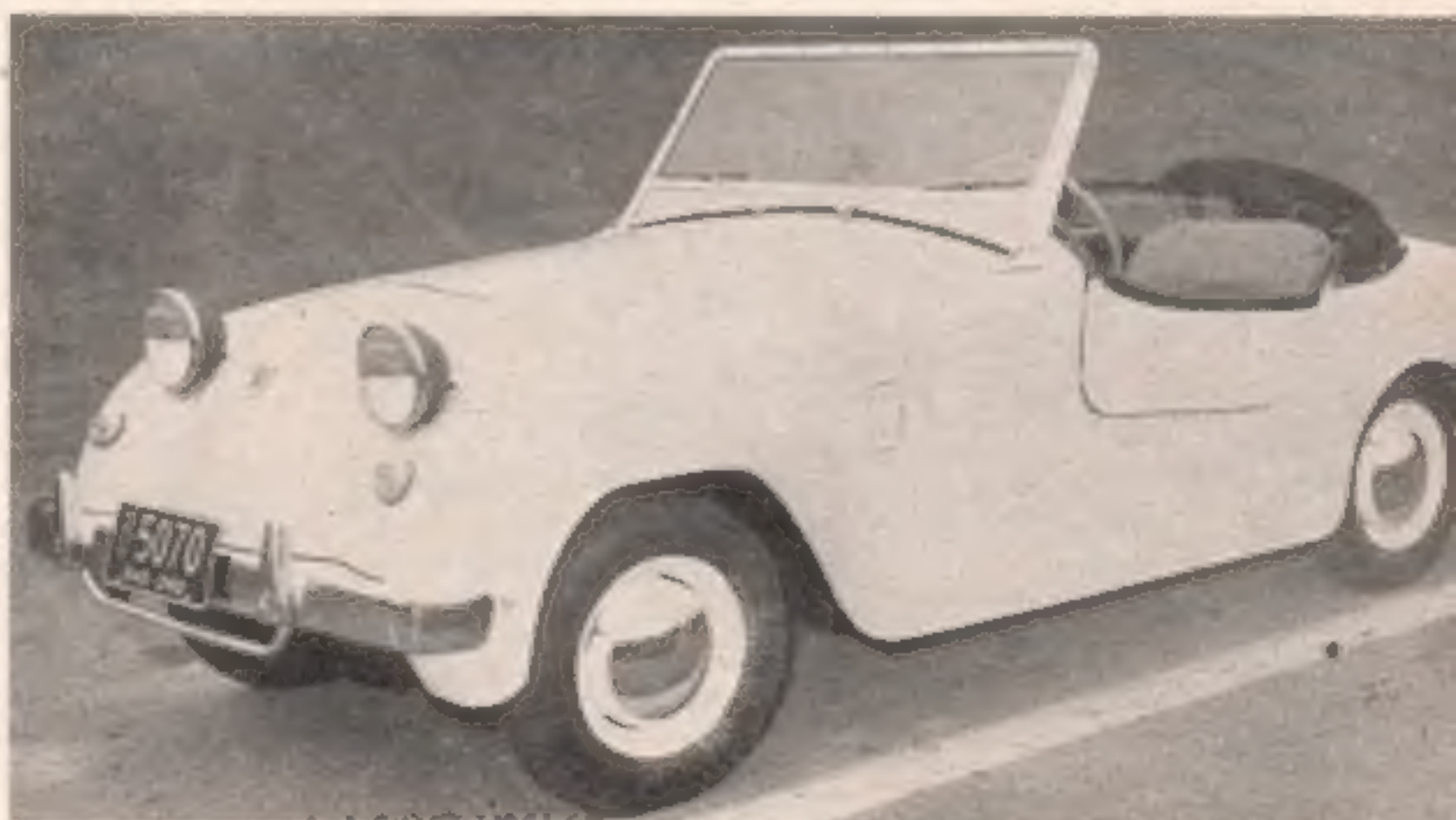
The principal chassis dimensions are 7 ft. 1 ins. wheelbase, with 3 ft. 4 ins. track. Total weight of the Super Sports, ready to drive, is 11.1 cwt. with about 52/48 front/rear distribution.

Front suspension is by conventional axle and semi-elliptics. On the ordinary models, the spiral-bevel back axle, with semi-floating half

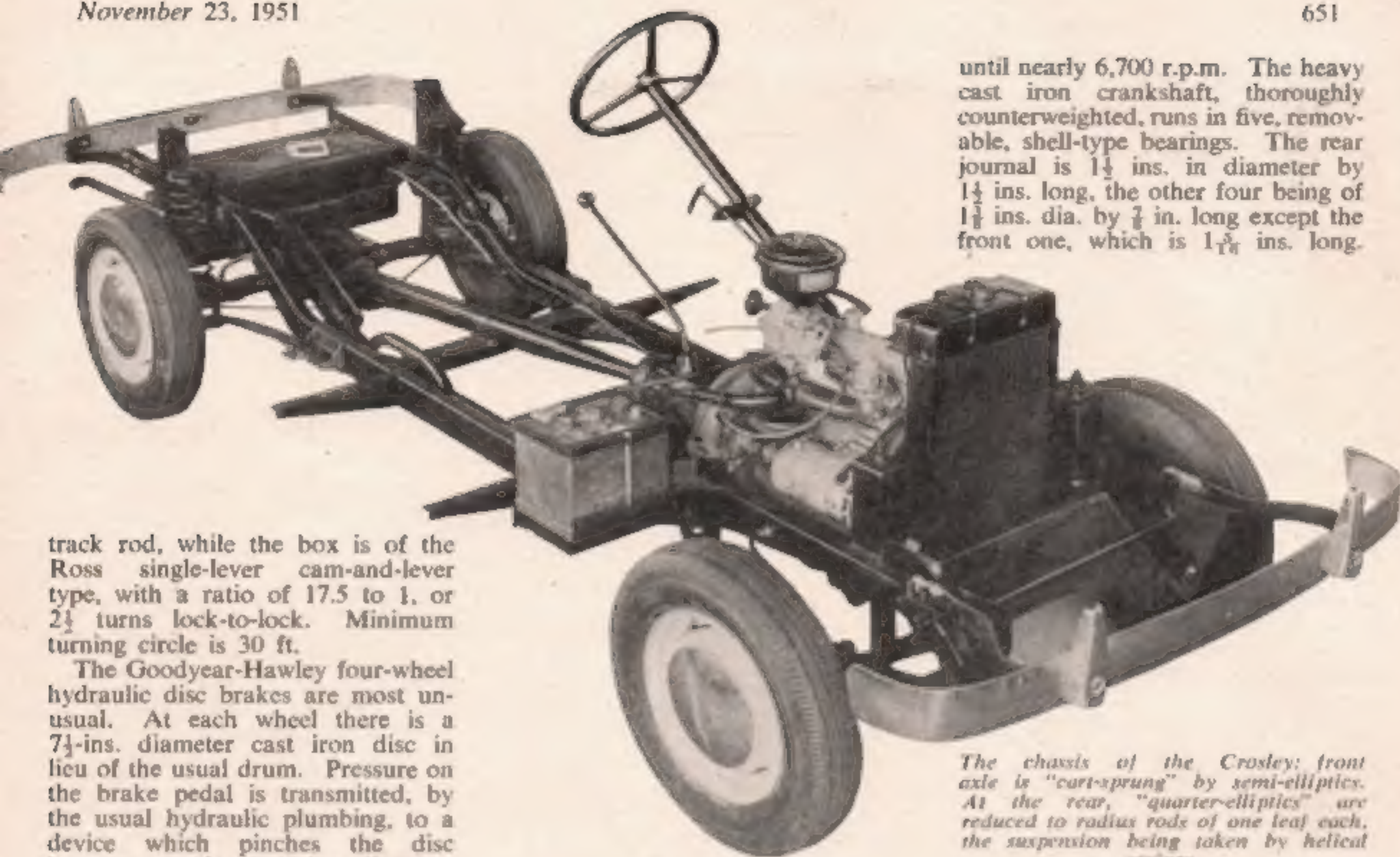
shafts, is attached to the chassis by quarter-elliptics: shackle bushes are of rubber. Driving thrust is taken by a torque-tube, kept at right angles to the axle by diagonal stays. The sports models have a rather unusual rear suspension, in that the quarter-elliptics are reduced to radius rods of one leaf each, whilst the loads are taken by helical springs. Hydraulic damping is used all round.

Power is passed along by a single-disc dry clutch to an all-spur crash-type 3-speed gearbox, and thence to the torque-tube-enclosed propeller shaft via a single Spicer universal joint. Overall gear ratios are: 17.01 to 1, 8.89 to 1, and 5.17 to 1. Tyre size is 4.50 x 12.

The steering layout has the familiar drop-arm, drag-link and



*The "Hotshot" can be quickly converted
into a stark racing-car by removing
screen, lamps, doors, bumpers, etc.*



until nearly 6,700 r.p.m. The heavy cast iron crankshaft, thoroughly counterweighted, runs in five, removable, shell-type bearings. The rear journal is $1\frac{1}{2}$ ins. in diameter by $1\frac{1}{2}$ ins. long, the other four being of $1\frac{1}{4}$ ins. dia. by $\frac{7}{8}$ in. long except the front one, which is $1\frac{3}{8}$ ins. long.

track rod, while the box is of the Ross single-lever cam-and-lever type, with a ratio of 17.5 to 1, or $2\frac{1}{2}$ turns lock-to-lock. Minimum turning circle is 30 ft.

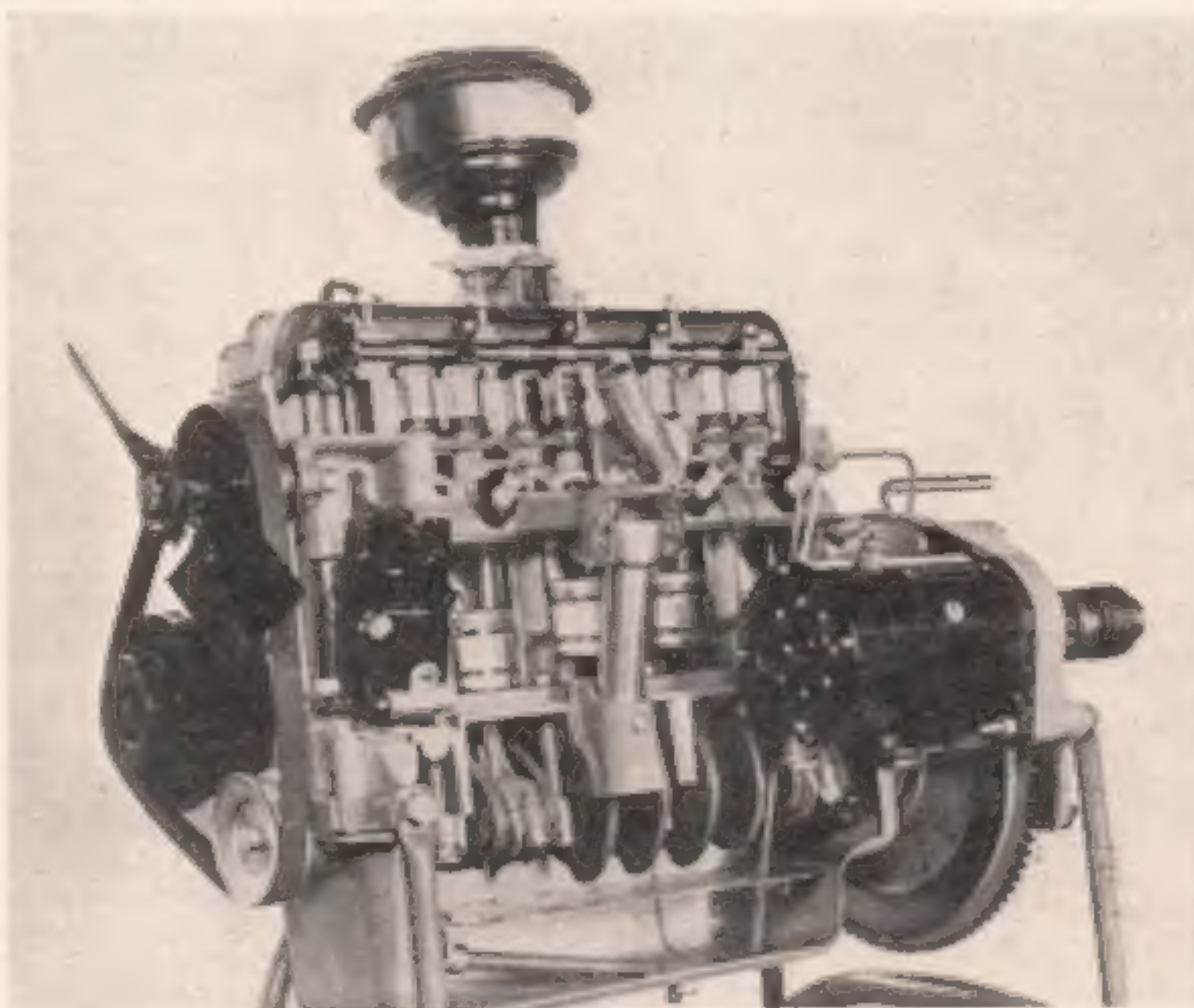
The Goodyear-Hawley four-wheel hydraulic disc brakes are most unusual. At each wheel there is a $7\frac{1}{2}$ -ins. diameter cast iron disc in lieu of the usual drum. Pressure on the brake pedal is transmitted, by the usual hydraulic plumbing, to a device which pinches the disc between a pair of $1\frac{1}{2}$ -ins. diameter buttons of brake lining material. Total brake lining area is thus only 9.82 sq. ins., or about 7.28 sq. ins. per ton—yet it works exceptionally well!

Engine

The Crosley is, at present, the only o.h.c. passenger car engine in production in America. This four-cylinder, 635 x 57.15 mm., 10 h.p., 750 c.c. unit, weighs 185 lbs., complete with everything including the gearbox, or 156 lbs. minus clutch, clutch housing and gearbox. With the 8:1 compression ratio normally used, actual output, with all accessories, is 26.5 b.h.p. at 5,400 r.p.m., while peak torque is 32.5 lb.-ft. at 3,000 r.p.m. With special 10:1 pistons fitted, the engine is known as the "Quicksilver" and urge is increased—to what figures, the makers are strangely reticent. Engines with this compression ratio are available ex-works and are supplied with water-injection apparatus permitting operation on pump fuel.

The Crosley engine may be diminutive, but its ruggedness is outstanding. A piston speed of 2,500 ft. per min. is not reached

The chassis of the Crosley: front axle is "cart-sprung" by semi-elliptics. At the rear, "quarter-elliptics" are reduced to radius rods of one leaf each, the suspension being taken by helical springs.



A single vertical shaft operates the overhead camshaft on the 750 c.c. Crosley engine. Power-output of the standard "Hotshot" unit is 26.5 b.h.p.

The "Super-Sports" Crosley is a more de luxe version of the "Hotshot", with proper doors and more comfortable upholstery. It sells in U.S.A. for \$999 (about £357).



The Crosley Sports-Car—continued

The con. rods are of steel, forged integral with their cap studs, and have shell-type big-end bearings $1\frac{1}{2}$ ins. in diameter by $\frac{7}{8}$ in. wide.

Oil under 35-50 lbs. pressure is sent by a gear-type pump submerged in the pressed-steel sump to all main, big-end, timing gear and camshaft bearings. Other bearings are splash-lubricated.

The single overhead camshaft, in five $\frac{1}{2}$ -ins. diameter aluminium-alloy bearings, is driven by a vertical shaft at the front of the engine and actuates the eight vertical valves directly, à la Hispano, via "pistons" which enclose the single valve springs. Valve clearances on earlier engines were adjusted by grinding the valve stems, but the current design permits the insertion of shims into slots in the "pistons" without removing the camshaft.

Cast-Iron Cylinder Block

The cylinder block, integral with the crankcase, is of cast iron. Originally it was made of a series of furnace copper-brazed steel pressings. Cost may have played a part in the change, but the Crosley people say it was made because owners tended to let the coolant level become low, thus damaging the brazed exhaust ports by overheating.

There is a 5.4-gallon tank at the rear, from which a camshaft-driven diaphragm pump draws fuel for the single-choke $7/8$ -in. Tillotson down-draught carburettor surmounted by the usual oil-bath air cleaner.

Only about a gallon of coolant is contained in the tubular-type radiator system. The jackets amply surround the cylinders, but extend down to only about piston top at

bottom dead centre. The centrifugal pump is driven by a flexible coupling from the back end of the fan-belt-driven generator.

Driving Impressions

The Super Sports sells at the factory for only \$999 (about £357), roughly two-thirds the cost of the cheaper full-size American cars. Therefore, it is not surprising that one's pre-driving impression is that the Crosley is a bit on the crude side in external detail and finish, and that it does not rank as a handsome car. One feels that a first-class Italian coachbuilder could have designed really attractive body styling which would make a more æsthetic appeal.

However, getting behind the wheel is a rather pleasant surprise. The seating and visibility are very good, and the controls well placed, except for the gear lever which asks for a long arm.

The engine starts instantly, but its valve gear is noisy, even by sports-car standards. Still, it is smooth enough.

On starting off, one's feelings become mixed, for here is a car which handles and holds the road exceptionally well. The steering is light and accurate, and despite some sway, hard cornering is very much under control. On the other hand, the crash-type gearbox, happily with a direct lever, requires some of that old vintage technique.

Acceleration is good or bad depending on one's viewpoint. For 750 c.c. it is satisfactory indeed, but it is discouraging to push along in a sports-car while being casually overtaken by mothers out shopping in family saloons!

Actual performance figures, from

numerous sources, average approximately as follows:

Top speed, 70 m.p.h.

0-30 m.p.h. through gears, $7\frac{1}{2}$ secs.

0-60 m.p.h. through gears, $27\frac{1}{2}$ secs.

Standing $\frac{1}{4}$ -mile, $24\frac{1}{2}$ secs.

Average fuel consumption over 25 m.p.g.

The foregoing figures were all obtained with full equipment and the standard engine with 8:1 compression. Besides the "Quicksilver" engine with 10:1 compression, the factory has special pistons for 12:1 and 14:1 ratios. Regrettably, the works seem to lack b.h.p. data on these higher ratios, but they do help, as does the ease with which the car can be stripped of over 100 lbs. of miscellaneous ironmongery such as bumpers and doors.

Near-Monopoly

Crosleys in American sports-car competition nearly always win their class, there being few other "750s" to run against them. Many owners have installed low-pressure positive blowers, with most satisfactory gains in urge, which the amazingly robust little engine minds not a bit. But this puts the car in the M.G. class for competition, and, as most of the latter have also been modified for more power, a Crosley win does not come easily.

On the whole, therefore, the Crosley is not a cheap and direct means of acquiring a row of trophies. Instead, it is a sturdy, low-cost sports-car of genuinely outstanding reliability which can be driven to a distant race, and which will not only almost surely finish, but will bring you home cheerfully and unconcernedly.

Lastly, the engine is so promising that, as soon as special-building becomes more epidemic here, we can expect to see some Crosley-based lightweight specials. Albert Lahti, a member of the Sports Car Club of America, has, except for coachwork, already completed an unblown one. I have seen it leaving M.G.s, and one well-driven Cisitalia.

RUSSELL LOWRY'S Northern Lights

"... AND HEARD GREAT ARGUMENT"—PEACEFUL VISITATION
—REAPERS AND BINDERS—HOSPITABLE TONGUE-TWISTER—OUT-
BOARD SPECIAL?

ARGUMENT has been raging round and round this office all morning. The chief storm centre has been a copy of AUTOSPORT for 31st August, which happened to be lying on my desk, its cover depicting "Duncan Hamilton and his Lago Talbot in that most-discussed aspect of handling a racing-car—the full four-wheel drift". Phase one of the argument was that at the moment of the photograph Hamilton was correcting an overdone power slide and was not drifting at all. In case you haven't got the picture available, let it be said that the Talbot is obviously moving very fast in a right-hand bend and at a wide tangent to the circumference, but with the front wheels carrying noticeable port helm. "In a full four-wheel drift", the car would be in that position, but the front wheels would be in line with the back, or would be slightly over to the right. "Uproar", as they say.

The second chapter of the discussion was even more heated than the first and amounted to a flat assertion that no car of lesser rating than Grand Prix Formula 1 could be put into a drift at all, on a dry road, and that all the daring dicers who think they are drifting corners in vehicles varying from Coopers to Ford 10s, M.G.s and Healeys, are flattering themselves. . . .

It is a rule of this office that all guns, shillelaghs and other persuaders are left outside in the passage, so no actual bloodshed took place. The innocent Lowry carefully refrained from taking active part, except for stoking the verbal fire every now and again and generally seeking for knowledge. I don't know how the Editor is off for space in the correspondence columns, but here would seem to be a field of discussion at least as fertile as John Bolster's chain.

AMORE peaceful pair of visitors in the "Northern Lights" office were Ken Drinkwater and Glynne Edwards, of the Rhyl and District Club, the former having drawn stumps on the Welsh coast and moved into Liverpool, while the latter is a temporary visitor on a "course". Before we get too mixed up in formers, latters and parties of the first and second part, let us go on record that Glynne Edwards is, for the present, shouldering the double burden of Hon. Sec. of the Rhyl Club as a whole, and of Car Competition Sec.

IT is notorious that the loudest "binders" about trials courses and organization seldom take much part in the creative side of the sport, though some who are too busy competing during their youth, emerge later from graceful retirement to lend the hand of experience, which is always welcome. As an example of the hard

work that goes into preparation for a trial, whether the event is "successful" or not, I can't do better than quote one personality (himself a busy and successful competitor) who spent 16 separate Sundays of spare time on the discovery of two—repeat two—worthwhile hills for inclusion in a forthcoming trial. So, as George Robey might say, "Let the voice of criticism be tempered with a modicum of charity." The cry is for lots and lots of hills and for the avoidance of overworked ones. But who's going to find them?

FEW names appearing in the 1,200 Mile Rally route can have spread more alarm and despondency among competitors—or printers, than Llanfihangel Glyn Myfyr (sorry, Messrs. Keliher, Hudson & Kearns). Collectors of quaint placenames may like to know that this one means "The Church of St. Michael and All Angels in the Valley of Meditation"—at least, so I'm assured on high authority.

At the little Crown tucked under the rocks on that precipitous left-hand bend, the party taking the M.C.C.'s route-check found an almost-too-good-to-be-true welcome at the hands of John and Mrs. Hodgson, who, incidentally, do their motoring in a V12 Lagonda. For nine soaking hours the little party was looked after, fed, refreshed, wrung out and dried before the fire, and generally treated like long lost sons. When the Sears M.G. ran out of plugs, spare ones from the Lagonda were produced forthwith. Co-operation was even offered for a mild ploy by the watch off duty, which "Northern Lights" was able to avert. It seems the idea was to dress up in armour, and, with the aid of pikes, blunderbusses and similar Home Guard fittings, to leap out of the undergrowth and stage a hold-up on our unfortunate Editor. When it was pointed out that the sense of humour became slightly numbed during the second night of continuous motoring, the idea was dropped and Gregor went through in peace.

COMPETITORS had a lucky passage from Chester into Wales, however wet it may have seemed, as the floods closed down in no uncertain fashion an hour or two after they had gone. During the early session, one of the smaller sports-cars was found to possess unexpected qualifications as a motor boat, its flat, plated bottom permitting it to take to water at well over a mile a minute, without ill effect. The same immunity did not apply, unfortunately, to cars of more normal build which tucked in behind it, at least one driver claiming to have been overwhelmed in a sort of Red Sea crossing

(Continued on page 655)

Correspondence

We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

Genuine Austin "Sevens" in Trials

DURING the present trials season many enthusiasts will be following this branch of the sport through the very excellent reports in your invaluable publication.

I would ask that, whenever a genuine Austin Seven is mentioned in these events, it is so designated.

This will distinguish the Longbridge article from the Dagenhamized hybrid and give publicity to the stewards who still believe that, one day, the 750 class in trials may be recognized.

Unfortunately, the pre-war successes of the Grasshopper team is only a legend to most post-war competitors.

H. L. BIGGS, Hon. Pres. Sec. 750 M.C.

INFIELD, MIDDX.

Safety Barrier for Brands Hatch

AS an ardent and enthusiastic spectator of 500 c.c. racing at Brands Hatch, I was grieved to see so many accidents there this season, particularly at the last meeting. Surely the answer to prevent these accidents at this wonderful little circuit is to model it on the Goodwood pattern. There you have a good wide section of flat grass around the outside of the course, then a line of straw bales, and finally a low concrete barrier to prevent cars going into the crowd. This last feature is a real necessity at Brands after the last two meetings and I do hope the authorities will consider it for next year's racing. I, for one, will not miss any of the wonderful meetings there next season and will hope to see some improvements in safety precautions for both spectators and drivers.

P. WILSON

WEYBRIDGE

Exhibition of Competition Cars

WOULD it be possible for owners and manufacturers to hold an exhibition of their racing, sports and trials cars? This would be the absolute ideal for all enthusiasts and followers of motor sport, for they would be able to see the real thing, the cars and engines at close quarters. An entrance fee of about 3s could be charged to pay for all costs, etc. One or two exhibitions of this kind have been held in the past, but people have not been attracted to them in great number, because not enough has been made of them. I would like to know what other people's feelings on this matter are.

ANDREW P. HIGGS

ARMINGDON, BERKS

The Prisoner Ate a Hearty Breakfast

I DREAMT last night that I received a new document from the R.A.C. It was the sorriest epistle it has even been my lot to read and my dream became a nightmare.

Rallies in this country were to be

restricted to 300 miles. I had laid plans, after much hard work, for a closed invitation rally of about 800 miles duration. It was to be won on the road section alone and special tests were to be eliminated. Something had to be done. There was only one answer—to get a National permit. But this I could not do. My rally was to be run in less than three months' time so it was too late.

I had to advise my competitors to enter the R.A.C. Rally but this, they discovered, was only a series of driving tests connected by 1,200 miles of road section. My discomfort became unbearable, so I got up. Then the post came! They're taking me away now—I shot the postman.

TIM WOOD

CALVERT, KENT

Log Books for Racing-Cars

I READ with interest your suggestion that racing-cars should have "log books". On the face of it this is a sound scheme but it really wouldn't work, you know.

The A.I.D. System is beyond reproach—but it hinges upon the presence of A.I.D. qualified examiners at ALL stages of manufacture (even of the raw metals), upon rigid specification, 100 per cent. accurate stockkeeping, prolonged tests of endurance, destruction tests on part and fully finished components, exact limitation of modification and repair and a maximum permitted life for "C. of A.".

The expense of introducing such a system would be enormous, and unless there were such a system then "log books" could only be annoying scraps of paper.

May I suggest, as a possible alternative, that if any car examined after a crash or similar failure, showed signs of botched repairs, fatigue cracks or unsafe alteration of originally sound components, the facts of the case should be placed before the Committee of the R.A.C., who have the power to suspend both driver and entrant forthwith.

The main thing is to impress certain irresponsible and inexperienced "racers" with the need for ordinary common sense and a threat of exclusion should have this effect.

An attempt should be made to ease the burden on the Scrutineer rather than to introduce excessive red tape—he is a skilled adviser and should be used as such—not as a detective and magistrate combined.

NEIL A. SMITH

LONDON, E 14



Open Letter to the R.A.C. and all "Trials Types"

THE last few months has seen the old bogy of "Trials Tyres" rear its ugly head. The following review of recent happenings may induce the R.A.C. to attempt to issue regulations which can, or should be, adhered to by all Clubs.

1. Motor-cycle sports tyres, although positively banned under the R.A.C. Tyre Regulations issued in March, 1950, are definitely in use on many front wheels to aid adhesion on hairpins, grass bends and mud, etc.
Why does the R.A.C. allow the abuse of Regulations?
2. The cutting and mutilation of treads on the rear and front wheels is now prevalent and such mutilation is allowed under the present R.A.C. Tyre Regulations. Why?
I cannot believe that the R.A.C. appreciate that 13 millimetres depth and width gaps, in the tread, is just over half an inch, plus the 10 per cent. allowed. It is a fantastic depth to allow cutting and mutilation. Perhaps they can explain how a tyre, cut to the above dimensions, differs from a sports, track or agricultural tread, which they ban, because, I will state here and now, that the cutting, done correctly, produces the best Trak-Grip or sports tyre ever sold to the public. Even the old D. & N. Sports pre-war did not have that an inch depth and had an inch width between gaps in the tread.
3. Observed sections, today, are bordering on the impossible with 1 to 1½ gradients which are often dangerous. With the cut tyre in universal use, it means clubs having to find almost vertical climbs to stop the competitors. Is this what the R.A.C. wants, with the almost certainty that a fatal or near fatal accident will be only just around the corner?
4. The R.A.C., as the parent body, having issued Regulations for vehicles taking part in Reliability Trials, etc., why is it that "Trials Types" never see an official R.A.C. Steward at trials to ensure that their Regulations are enforced? If one does put in a heated appearance, he is completely ignorant of even the basic principles of his club's own regulations concerning Reliability Trials.
5. The R.A.C. should only frame regulations which are capable of only one interpretation and before framing any at all, dealing with trials, should co-opt at least two active participating trial drivers whose knowledge and know-how should be utilised to avoid the obvious mistakes which they (the R.A.C.) always make in a field in which they are completely out of touch with present-day trends.
6. The R.A.C. would do well to explore the other avenue with standard tyres. No sports, track, agricultural, cut or mutilated tyres to be used at all.
Size, 5½ inches across the greatest width, up to 1,500 c.c.
Size, 6½ inches across the greatest width, over 1,500 c.c.
Width or depth, any gap, not more than seven to eight millimetres. No variation in height, etc. Otherwise the same tyre regulations will do and they will find that all "trials types" would then be using almost standard tyres, without alteration, as sold to the public.
Clubs could then use ordinary non-dangerous and non-chassis-breaking hills, to stop us.
7. Minimum tyre pressures should be tried by more clubs, with a secret check, for maintenance of these pressures, at the end of at least two Observed Sections. Trials cars proceeding on public roads with three to four lbs. tyre pressure are a positive menace if driven above 15 to 20 m.p.h., and the R.A.C. should send an observer to any "crack" trial to report on the between-section driving with low tyre

pressure, if they really have the safety of the public at heart.

8. In conclusion, it seems pointless using special tests to decide ties or cup winners if no regard is paid to the undoubted advantage a "blown" special has over the normal "unblown" special. When most tests today depend upon maximum power being used for only a few seconds, the "blown" special usually wins.

LESLIE OSNLOW BARRITT.

PARKSTONE, DORSET

Tyre Cutting In Trials

I WAS interested to see that my friend Michael (No-Trailer) Lawson has written, drawing attention to the controversy regarding tyre cutting in trials. In doing so, he has performed a service to all competitors, scrutineers and the R.A.C., alike. However, I feel he may have inadvertently confused the issue by his mis-statement in the second paragraph, in which he states "that the R.A.C. regulations stipulate that any tyre could be used". This simply is not true as even a casual glance at the R.A.C. regulations will show. What they actually say is as follows: "... shall be equipped with tyres of a type designed for use by private cars running on a highway". I and many other competitors cannot see how a tyre which has been individually cut solely for the purpose of enabling a competitor to obtain extra grip in trials can be described as coming within these definitions.

They further go on to say "no competing vehicle shall use tyres of any type specifically designed primarily for use on unmade road surfaces".

However, it seems to me that it is the job of the R.A.C. to draw up rules, the meaning of which is beyond all possible doubt. I suggest that if they have difficulty in doing this they might adopt the supplementary regulations from the 1951 "Gloucester" regulations which says: "Only those tyres complying with the 'R.A.C. Tyre Regulations for Competitions on the Public Highway' (March 1950) will be allowed and these must not exceed the size laid down in these regulations. Alteration of treads by cutting or slicing, by 'Pneugrippe', or by any other process, will not be permitted. Tyres will be inspected to ensure compliance".

If however they wish their regulations to be interpreted in the way that Michael and apparently they themselves do, it would be far better if they used his slightly garbled version of the existing regulations which would then make the position clear to everyone! Personally, I think it would be a mistake still further to increase the costs of trials by necessitating the inclusion of a small boy with his chauchoir in one's trial équipe individually to sculpture tyre treads. To do the thing properly one obviously has to have the depth of cut restored after each rocky section to compensate for the rubber lost in scrambling up.

While I personally am neither for nor against tyre cutting, I think what all competitors want is a clear rule understood by all so that we all compete under the same conditions. I hope Michael's letter will result in this being done. Certainly every competitor is entitled to do whatever he thinks the regulations permit.

A. CHIDREY JAMES

LONDON, W.C.1

(More Correspondence on page 670)

Northern Lights—continued from page 653

when a wall of water fell on him from each side as he sped along the dry track left by the passage of this impromptu hydroplane.

The well-known service given to Rally competitors, especially on the Monte Carlo, by the Clifton Garage, was once more available during the "1,200 Miles". A Northern competitor drew up to a sort of racing pit stop and was immediately overwhelmed by screen

polishers, oil checkers and petrol fillers. Assuming a harassed and care-worn look, one of the crew asked if a good mechanic were available. Like a flash, a highly trained expert was produced, complete with shining kits of tools.

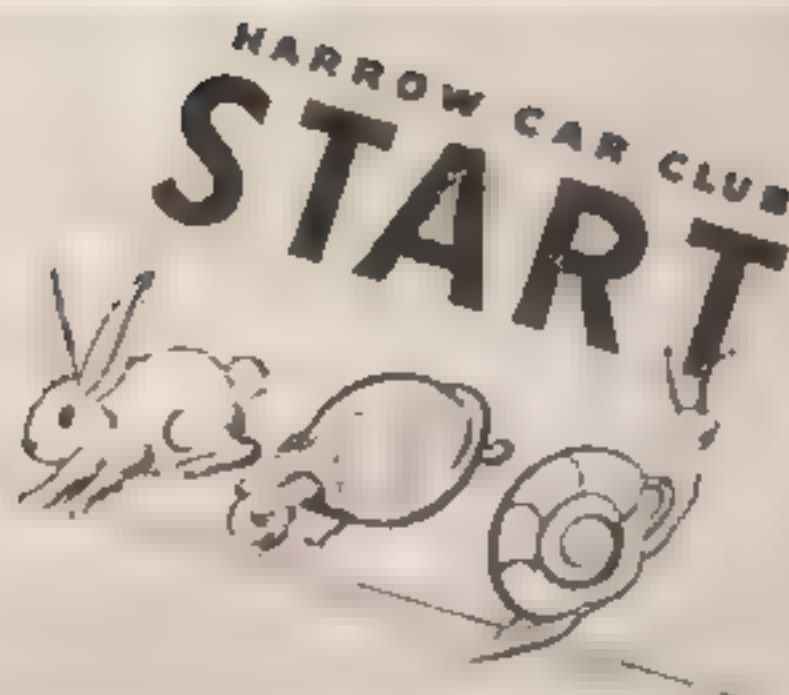
"Yessir, what can I do?"

"Please, can you get my co-driver out of his zip fastener? He's been strangling himself for the last 200 miles."

RON FAULKNER'S "COTTINGHAM" WIN

**No Clean Sheets In Harrow C.C. Event
—West Riders Conquer Beacon Hill**

*One of the many
amusing direction
cards produced by
M.G. Lucan*



DISPITE invasion from the North, in the shape of the formidable West Riders (Harrison, Mosby and Wilde), and the redoubtable Reg Phillips, Ron Faulkner and his very efficient little Paul Special carried off the Cottingham Cup in last Sunday's Harrow C.C. classic. However, Russell Lowry may be pleased to learn that, not only was Beacon Hill conquered for the first time since it was discovered several years ago, but that its conqueror was Cuth Harrison—and he was followed by team-mates Gordon Mosby and Maurice Wilde.

Right up to the last hill (Beacon), Faulkner and Godfrey Imhof were the sole possessors of clean sheets. The unfortunate "Goff" ran a big end and stopped low down on Beacon. Ron Faulkner hurled his car nearly to the top, and just failed to gain the maximum number of marks. Nevertheless, he dropped only a couple for the entire event, a performance which precluded the chances of anyone else claiming a "first-class". According to the regs, first-class awards could only be given to competitors who finished with a total of five marks or less, within the winner's total. Mosby was the only one to do this, and was awarded the C.L.J. Trophy.

HARROW'S favourite hunting ground is the territory in the immediate vicinity of the "Lambert Arms" at Aston Rowant. Here are to be found a variety of mainly grass-covered sections named Bunny, Hare, Buck, Doe, Warren, Belisha, Bow and the difficult Beacon

hills. Most of these were indicated by clever Lucan animal sketches.

Bunny was attacked first by E. J. Chandler (1,172 Chandler) who made it look all too easy. Dave Price (1,175 Price S) also had no difficulty, but daughter Pam Price (1,080 Clayton) halted, as did Jim Readings in the Regent. Tony Rumfitt (1,172 Cotton) steamed up, and Godfrey Imhof (1,250 Imhof S.) made it look like a speed event.

Shock for the North!

A surprising failure was that of Reg Phillips (1,486 Austin)—and even more so was the halting of Cuth Harrison (1,172 Harford). Maurice Wilde (1,172 Ford S) was rather shaken to find himself spinning to a standstill within inches of "Observed Section Ends". In all, 17 of the 35 entrants made clean climbs.

Hare Hill was conquered by 18 folk, but not by the unfortunate Phillips, Harrison and Wilde. Reg Phillips was also caught on Buck, and came to the

conclusion that his tyre pressures were not quite right for southern mud.

Doe was the real stopper of the first half of the trial, only five people urging their cars to the top. This nap hand comprised E. J. Chandler, Reg Phillips (tyres right this time), H. F. Collings (1,090 H.F.C.), "Goff" Imhof and Ron Faulkner. Nearly there were Gordon Mosby (1,172 Ford), Cuth Harrison, Michael Lawson (1,172 Lotus), Gerry Pentony (1,442 Cyclops) and J. Deeley (1,512 Cranford)—all of whom reached the last-but-one section.

H. F. Collings (1,090 H.F.C.) made best time in the Lewknor brake test. "Bunny" Smith (1,172 Dellow) and Len Parker (1,172 Parker) were next best with 8 secs. This effort appeared to be too much for Parker's clutch, which remained inoperative for the rest of the event.

Joe Lowrey (1,199 Ford) was having an unhappy afternoon in his latest acquisition and failed to leave the line at all on Belisha. H. Hopkinson (1,172 Aus/Ford) shot up at such velocity on Bow that he finished up in the third section of Beacon—not due to be tackled till later. Tim Crump (1,172 Marden) not only nearly "collected" George Phillips on his way up, but caused AUTOSPORT's chronicler to jump for dear life as he reversed down. Incidentally, first driver to turn right correctly at the top was Michael Lawson,



MADE IT! H. Hopkinson (Aus Ford) breathes the top of Belisha Hill during the Harrow C.C. "Cottingham"

November 23, 1951

probably prompted by passenger Ian MacKenzie. Len Parker cleverly got away without a clutch, and zoomed to the top with astronomical r.p.m.

The Crowell Crawl

After a soup and sandwiches session at the "Lambert Arms", competitors wended their way to Crowell. This section required a certain amount of skill, and a suitable trials chariot in order to negotiate a tricky turn through trees on leaf mould surface. It was noticeable that cars with anything like normal weight distribution became quite unsteerable, and motored straight on to a high bank. Chandler, Price, Phillips and Rumfitt showed how it should be done, but Pam Price, Readings, Lowrey and B. Blunshell (1,172 B.B.S.) all "discovered" the bank.

Gerry Pentony made a sensational recovery by spinning his car on the bank to continue non-stop. Poor, clutchless Parker nearly disappeared over the top shouting, "Where, where?" as his passenger pointed to the proper course. H. Sinclair-Sweeney (1,442 Vauxhall Spl) did it the hard way, motoring over tree trunks but never looking like stopping. Really immaculate climbs were made by Imhof, Wally Waring (1,196 W.H.W.), Wilde and Faulkner.

Buck caused plenty of trouble, and only half-a-dozen people could claim full marks. These were Imhof, Faulkner, the West Riders, and the gallant Parker.

Reg Phillips caused great excitement by nearly getting through the last section of Beacon, but the honour of being the first driver ever to climb this little "terror" was Cuth Harrison's. His line was followed by the other two West Riders, and Beacon remains as having been defeated by only three folk—and all Northerners!

Maurice Wilde's success was all the more remarkable in that he climbed with his nearside rear cover flapping on the rim. Earlier he had lost the inner tube, but decided to continue as there were no main-road sections between hills. It will be recalled that Alec Francis (H.R.G.-Mercury) had the same experience on Beacon in last year's event. This time Alec stopped about half-way up.

Faulkner and Crump both reached the "Phillips" mark, and this was sufficient to give Ron a well-deserved victory in a trial which had the all-too-rare and highly satisfying conclusion of being won on the hills.

RESULTS

Cottingham Cup (Best Performance): Ron Faulkner (1,172 Paul), 2 marks lost.

C.L.S. Trophy (Best Visitor): Gordon Mosby (1,172 Ford), 7.

Committee Cup (3rd Best Performance): Godfrey Imhof (1,250 Imhof S.), 8.

1st Class Awards: Nil.

2nd Class: H. Sinclair-Sweeney (1,442 Vauxhall Spl), 8.

Souvenir Awards: Gerry Pentony (1,442 Cyclops), 12; Tim Crump (1,172 Marden), 13.

Team Prize: Faulkner, Crump and Wally Waring (1,196 W.H.W.).



BEST PERFORMER (Above) Ron Faulkner (Paul Spl) tours nonchalantly up Helisha won the Cottingham Trophy.

FAMILY BAROUCHE (Below) R. F. C. Brookes (E.R.P. Spl) makes a gallant attempt conquer Beacon. He, his brother and his father all use this car in turn during the trial season.





BRIGHTON “REGATTA”

John Bolster Takes his 1903 Panhard on the 1951 R.A.C. Veteran Run—Heavy Rain Causes Many Ignition Troubles

EVERY year, those stalwarts who own cars built in 1904 or earlier, set off from Hyde Park on a November Sunday, for their annual pilgrimage to Brighton. This commemorates the Emancipation Day run of 1896, when it became legal, for the first time, to drive a car on the public roads without a chap in front with a red flag. I have driven in the annual Run many times, and it has really “got” me in the biggest possible way. As a competitor in almost every sort of motoring event, I consider that the “Brighton” is the grandest show of all; furthermore, it gets better every time.

The greatest improvement, on this

occasion, was the banning of tender cars and lorries from the route. This was a splendid idea, and one really felt that the cars were out on their own, exactly as they were in their youth, without mobile workshops or trucks full of spares to back them up. I have always thought that these vehicles were a cause of congestion, and their absence cleared the road almost miraculously.

At the start it was pouring with rain, and it continued to do so throughout the journey. A record entry had been received; for every year, although one would think that the whole country had been searched with a fine toothed comb, a few more

HYDE PARK: Dr. W. H. Glynne Jones (left) and J. H. S. Guest set off in their 1901 De Dion Boutons in the 1951 R.A.C. Veteran Car Run to Brighton

Veterans come to light. As always, the machines had been prepared with loving care, and it was a pity that well-washed paint and polished brass should have been subjected to such filthy weather.

At the Veteran Car Club's cocktail party, the night before the run, most people seemed to be very happy about their cars, and there was a remarkable lack of last minute breakdowns. I had a faultless run up from Kent myself, and we were all in high spirits. Immediately after the start, however, there was a sudden holocaust of trouble such as I have never seen before. Most of this was due, no doubt, to waterlogged electrical systems, for which there was every excuse. Much more



remarkable, though, was the occurrence of several severe mechanical disasters, which are rare among the Veterans. Most tragic of all, the 1898 Stephens, which we illustrated last year in all the glory of its independent suspension, broke its crankshaft within a few yards of the start. Then E. H. Jarvis, a regular competitor for many years past, had the water pump of his 1900 Panhard disintegrate hopelessly, and that was that. Frank Watson's Gladiator was also in trouble in Hyde Park, but he was soon off again, and caught us up; on Handcross Hill, however, he finally lost all his sparks.

My 2-cylinder 1903 Panhard was also afflicted, and could not be persuaded to fire evenly at all. We had a very fine skid at Hyde Park Corner, but thereafter our speed was somewhat disappointing. It is funny with what fiendish glee one's friends seize upon one's discomfiture, and many of them rushed by while the Panhard was sulking. Bob Gregory and Stirling Moss aviated past us in the 1904 Darracq "Flying Fifteen". That was all right, but the gestures they made were verging on the obscene. Eric Chambers, in Pierpoint's Siddeley, was soon away, leaving a very healthy exhaust note

in his wake. We subsequently passed him repairing a punctured tyre.

Lord Charnwood's 1904 Lanchester, "Jane", overhauled us easily while we were at our maximum speed. He then changed up in an ostentatious manner, which added insult to injury. Obviously, things couldn't go on like that, and we decided that a pit stop was essential. The biggest difficulty was to dismantle anything without at once getting it full of water, but James Tilling succeeded in cleaning the plugs, while I adjusted the trembler coils and the brushes of the commutator. On restarting, it was at once

L.P.A.: Tim Seccombe does some hearty pedalling on his 1899, 1½ h.p. Hession tricycle at the Hyde Park start

apparent that our work had been successful, and the Panhard was given its head in an effort to make up for lost time. Subsequently, I found that a slightly richer carburettor setting was beneficial, and at last my trusty steed was back on form.

It may seem absolutely crazy, but as the rain poured down we were all completely happy, and would rather have been driving a Veteran down to Brighton than doing anything else on earth. The other drivers looked equally pleased with their lot, and there was much friendly banter during various private "races". H. P. Lucas had been in trouble with his 1904 James and Browne on Westminster Bridge, but subsequently he caught us up, and considerable rivalry ensued. Forster's de Dion, with Ken Smith aboard, had left us in the early stages, but with our new-found power, we again took the lead.

The many old Benz cars that make the yearly pilgrimage did not seem as happy as usual. Whether the everlasting rain was affecting their flat belt transmission, or whether their trembler coil ignition had succumbed for a like cause, I do not know. It was sad to see the gallant crews struggling in the wet, and rapidly getting sore hands as they pulled at the flywheels of their horizontal engines. Another class of vehicle that seemed in more



BRIDGE PARTY: The crew of Lord Charnwood's 1904 Lanchester seeks temporary shelter. The owner is seen behind the car, whilst Mrs. Betty Stapleton invites a marshal and a policeman to have something comforting out of a bottle.



(Left) H. Parkinson's "Double Phaeton" Peugeot leads other competitors in the square at Reigate.

Brighton Regatta—Continued

trouble than usual was the "Forecar" in its various forms. A forecar usually consists of a sort of motor-tricycle, with a chair in front of the handlebars on which the luckless passenger views the approaching accident. As the driver has to pedal hard to supplement the engine power on hills, his job is no sinecure. It was on the longer gradients that these machines were striking trouble, and I think that the motorists, heavily garbed against the weather, were finding their task too much for them.

Duel with a Lanchester

Most of the better cars seemed entirely unaffected by the deluge. Upton's Lanchester and Smith's Clement swept past us, almost concealed in spray, and Francis Hutton-Stott also caught us. His Lanchester had greater speed than the Panhard on the level, but on a second gear hill we temporarily had the mastery. When, with a protesting squeak from his epicyclic gearbox, Francis changed into top, the long, low car gathered speed and was soon lost to view. As most Veterans run at about 800 r.p.m., and are not at all flexible, their gear ratios affect the speed of climbing markedly. Thus,

one often passes and re-passes other cars on hills of varying gradient, and it adds greatly to the interest of the run.

A De Dion Canopy

Very few of the early cars have any weather protection at all, though there were two or three closed cars in this year's event. G. M. Gee's de Dion had an elaborate canopy mounted on four pillars, but as there was no screen, I think its utility was probably confined to those times when it was standing still. Some of the later cars, by which I mean the 1904 models, had hoods and windscreens, which must have been a godsend. Welham's single-cylinder Cadillac actually had a full limousine body, but he had to get out in the cold with a large spanner near Purley, and seemed to be doing something rather drastic to the rear end.

On a perfectly level piece of open road near Gatwick, the head wind became a veritable gale, and I was forced off my top speed. I was wearing an immense variety of waterproof garments, but I could feel the water seeping into my boots and down my neck. My gloves had become a mere pulp, and I could not see if I wore my goggles, nor could I bear the pain if I took them

off. In the back of the car, Charles Meisl had charge of the rum ration, and he plied us with life-giving draughts whenever our speed was low enough to permit it. Thus death was kept at bay.

As is usual on the "Brighton", the spectators lined the road from end to end and, entirely oblivious of the weather, shouted good-natured wisecracks at the drivers. No sporting event in the world attracts such a large gallery as this one, and many people have told me that to miss seeing this magnificent show would be unthinkable.

Fotheringham-Parker's Adventures

By the time Bolney was reached, most of the cars had settled down to it, having finally blown the water out of their internals. The roads are excellent there, and some fine speeds were achieved. Poor Philip Fotheringham Parker had broken his top gear in Hyde Park, and that meant driving the whole way on bottom speed. His 1899 Century Tandem, of 2½ h.p., withstood this treatment until the Brighton pylons came into view, but then it seized solid. Philip immediately whipped off the cylinder head and hammered the piston till it was free, finishing under his own power just before the final control closed. A stout effort indeed!



(Above) A 1904 Wolseley belonging to G. James Allday power R. J. Stephens and his 1898 Stephens & Co dog-cart which struck trouble early on Serpentine Bridge

(Right) More trouble: A. W. E. Smith trying to get some response from the engine of his 1902 Peugeot just outside the start control



OUT OF THE LIMIT J. H. White's 1904 De Dion Bouton Sammys Davis's 1897 Leon Bollee and F. E. Dell's 1904 Humberette leave the "30" area just outside Croydon. Great crowds lined the route to see the veterans on their way to Brighton



Brighton Regatta—Continued

Many of the pre-1900 cars gave no trouble at all, and I was delighted to see the one and only Sammy Davis going great guns near Brighton on "Beelzebub", the 1897 Leon Bollee, with Minchin in the passenger's seat. The 1895, 4 h.p. Lutzmann, entered by E. S. Berry, and proudly carrying number 1 as possibly the oldest machine in the run, also reached its objective safely. The Lutzmann, as will be seen from the photograph on the top of this page, is a real "horseless carriage"

As we swept into Brighton, mountainous seas were breaking on the Madeira Drive. In spite of early difficulties, most of the cars had got going again, and finally only 13 out of the 147 starters failed to check in on time. This is magnificent going, and shows how meticulous preparation, resourceful improvisation in the face of great difficulties, and skilful driving, can keep these old machines going in the most appalling conditions

Full Marks to the Police

Throughout the Run, the police were simply marvellous. They got us through the heavy traffic with the minimum of delay, and helped us in every possible way. I would like to place my thanks on record, and I am sure I am voicing the feelings of all the other entrants. The R.A.C. was most efficient too, and the way the

officials stuck to their posts while in imminent danger of drowning was beyond all praise.

In the evening, the Veteran Car Club held a dinner, and it was astonishing to see the spick and span appearance of drivers and passengers who had looked like very shaggy water rats an hour or two before. It was most entertaining to wander from group to group and hear the battles being fought all over again, and a most delightful atmosphere prevailed. It was a pity, then, that the after dinner speeches were too many and too long, and it is to be hoped that the Club will find some way of limiting the verbosity next year

Next year? Yes, that is what we are all awaiting now! There is no other event like the "Brighton", and none of us would miss it under any circumstances. I hope I have been able to convey a little of my enthusiasm in this report, and I would sum up by calling it the best and wettest "Brighton" yet



(Top) Number 1 E. S. Berry's 1895, 4 h.p. Lutzmann makes a successful ascent of Brighton Hill, followed by K. Harlow's 1901 M.M.C. (Left) Philip Tootheringham-Parker apparently couldn't persuade anyone to occupy the comfortable armchair of his 1899 Century tricycle. Eventually his engine seized solid near Brighton, and was freed with the assistance of a hammer

(Below) E. J. Barnard's 1903 Oldsmobile negotiating a railway bridge on Purley Way.





"SQUIB" SQUELCH" C. J. M. Abbott takes his special through the watersplash on "Squib" during the Guy Fawkes Trial

The "GUY FAWKES"

Clifford Smith Wins P.A. in Sporting Falcon M.C. Trial—"Squib" the Stopper

STARTING from the Car Park, Stevenage, on 18th November, the Falcon M.C. Guy Fawkes Trial for this year turned out to be one of the wettest events possible and it was fortunate that some of the more difficult sections had been subdivided. Even so, it was thought best to cut out two sections, one of which included a water splash which increased in depth from a mere 12 ins. to 36 ins. within the space of a few hours.

The first section was an electrically-timed one, on a sand and gravel surface and consisted of a downhill start on a circular track, a fairly sharp turn on to the uphill portion and a fairly steep climb to the finish. Best here was Gerry Hancock in his Dellow with 16.2 secs., followed by Clifford Smith (J.C.S.) with 16.8 secs., and John Tucker Peake 17 secs.

The second section was missed by all competitors except the first two, due to the direction card being washed away but was included later in the day on the return journey.

Section 3, Tatmore End, which included a stop and restart was not, for some unknown reason, so difficult as it has been in the past and failed only three cars, but Bramble Lane which followed began to sort the "good" from the "better" and the "better still". Five people managed the whole section: Roberts, Hancock, Tucker-Peake, Smith and Brooks, while three others stopped in the last sub-section, losing three marks, and seven more lost six marks apiece, the remainder forfeiting their whole issue of 10 marks for the section.

The next section was Offley Bend which, after a rather tricky start, looked

deceptively easy. This proved a stopper of no mean order, three cars only getting farther than the first sub-section and only E. Brooks (E.R.P. Special) and Clifford Smith getting into the final one, although the lay-out was apparently set to go over the top when his engine cut.

After a lunch break the next thing to be tackled was Jeronath Knob which was hardly more than a steep clay-covered and chalky bank. The most nicely judged effort came from Gerry Hancock, one of the six who were successful.

Strange to relate, the next three sections, Telegraph 1, 2 and 3, which included last year's "stopper" somewhat modified with a "Brooklands banking" effect, only accounted for one failure

between them and it was left to "Squib" the original Section 2, to provide the next batch of failures.

Having been well wetted and received the unlooked-for attentions of a bulldozer, "Squib" was in its best (or worst, if you like) mood, and duly replied by stopping car after car, only Cliff Smith getting through without penalty although Pipe, Render and Rees managed the first sub-section which saved them five marks apiece.

The next section, Falcon Bank, was simply a straight climb, subdivided into two parts, the whole thing being fairly long. Here, one after another, the failures were chalked up all before the first sub-section notice, although Gerry Hancock got the front wheels of his Dellow past, which was very unfortunate as the back wheels were required. However, it was certainly Clifford's day and sure enough the J.C.S. fairly shot up to clear both sub-sections and add a further 10 points to Mr. Smith's lead.

RESULTS

Best Performance, President's Cup: J. C. Smith (1172 J.C.S.)

Best Invited Club Member: G. Hancock (1172 Dellow)

Best Performance, Class A: E. Brooks (1172 E.R.P. Special)

Best Performance, Class B: Capt. Overton (1203 Overton Special II)

Best Performance, Class C: D. D. Render (3122 Hartford)

1st Class Awards: E. J. Chandler (1172 Chandler Special), A. G. Curwen (747 Austin)

2nd Class Awards: J. Tucker Peake (1172 Scarlet Runner), S. Rees (1172 Dellow)



PIT STOP. Capt. Overton and passenger attend to a broken throttle control on Squib

November 23, 1951

TOP MAN: Cuth Harrison (Harford) winner of the "Pennine", on Cob Glough

his lead by stopping athwart the hump, grounded amidships. Mike Wilson did the same, but Cuth Harrison made it "clean", as did Maurice Wilde, Bert Cryer and Donald Ackernley. Haithwaite's "clean" performance gained merit from the long wheelbase of his 3622 c.c. Pearceford. Another skilled performance was chalked up to Mike Beardshaw in the Wharton.

Next came Old Mill 2, a severe grass climb, involving negotiation of a hanging ditch. Cuth Harrison, exploiting his supply of power low down, made a perfect climb, but among other claimants to Pennine distinction, failures had to be recorded against Mike Wilson, whose rear wheels stuck in the ditch leaving the driver sitting laughing as only he knows how to laugh, and

YORKSHIRE S.C.C. PENNINE TROPHY

Cuth Harrison (Harford) Wins Again—Old Mill 3
Takes a Heavy Toll—Red Roses Gain Team Award

FROM time to time during recent weeks Harry Tregenza, chief conspirator in the Y.S.C.C.'s Pennine Trophy Trial, has popped his head round the Northern Office door—what have we said?—to report progress with the mixing of the pudding. Proof by eating came last Sunday, and seems to have given satisfaction to an entry list of 40 hardy spirits—less the unpopular number 13. What's more there weren't any non-starters, which strikes a pleasant note after recent experiences. In dull, but dry weather, after early morning rain had served to top up the week's floods competitors left the Malt Shovel Inn at Southowram to face a course of 33½ miles. The first two pieces on Park Nook had to be washed out—literally—and the opening obstacle of the day was met at Short 'Un, which carried with it an ominous injunction to proceed carefully owing to the presence of a "deep unfenced quarry". This proved too much for the entire entry, so no progress towards finding the winner had yet been made. By clever improvisation, a second Short 'Un was inserted, and enabled Gordon Mosby (Ford) to get his nose out in front by recording the only clean climb. Following very detailed instructions, printed on both sides of the route card, so that if one became illegible, the other could be brought into use, competitors then found themselves at Clot's Nightmare, a real merry-go-round of a timed section on wet grass and mud. The exhibition of the day was given by Cuth Harrison, whose

Harford 2 has now been upgraded to Harford "24". A meeting of officials was called to discuss Harrison's emergence from the blind side of a clump of brambles, and handed down the opinion that this was permissible. Gordon Mosby (Ford) also gave a polished performance, as did Donald Ackernley, assuming the motto of "Neat but not gaudy". Mike Wilson was notable for the amount of spin on the wheel, not being held down by his ample avoirdupois.

The nearby Old Mill proved to be a short, steep grass hump leading into a bowl, followed by a sharp climb out of the hollow. Here, Gordon Mosby lost

Ackernley, who stuck in the same spot. On the other hand, credits went to Maurice Wilde, Bert Cryer and Peter Clay, the latter even managing to puff his pipe throughout the operation. Among the unfortunates were W. A. Grayson (Grayson) and A. J. Morland, whose Austin is Tony Alldred's old car, now repainted silver. Haithwaite also dropped his advantage, and the Pearceford's front end registered a very "raised eyebrows" look as his stern settled in the ditch. The section got worse as cars carried water on to it, and there was little joy for latecomers. "Nipper" Holroyd—he probably hasn't been called that for 30 years—and Percy Clegg,

WHEELS AWAY: Reg Phillips in his Javelin-powered Austin "Good Show" makes a determined effort to scale Clot's Nightmare II



TAKING THE WATERS. Donald Rayner and his Bulldozer Special hit the watersplash at Old Mill 1. He won the award for best in opposite class.

cleared the ditch, only to fail further up. Mike Beardshaw, Reg Phillips and Ken Bailey all climbed well, but Cyril Corbishley was another failure above the ditch. Tony Alldred, making a welcome return to trials, and driving his new device, made a good climb.

So to Old Mill 3, a long, grassy climb, involving another part of the same ditch. Cuth Harrison was an early arrival, and quickly notched a "clean", which left him in a commanding position as failure after failure clamped down on later arrivals. Reg Phillips and Mike Beardshaw were noted as making great efforts, as was Mrs. Wilde, but Ken Bailey and Cyril Corbishley were ditched. After this came the timed climb (also observed), of "Muck O'Nettles", the stopwatch results only coming into play to decide ties. Cuth Harrison uncorked a bit of Grand Prix stuff to make B.T.D. in 19½ secs., with his West Rider team mates Mosby and Wilde as runners-up in 20½ secs. and 21½ sec. Jack Clegg and Reg Phillips scored 21½ secs.

Following lunch at the Malt Shovel, proceedings adjourned to Cob Clough, a deeply rutted, bumpy lane full of mud, which was successfully climbed by the key men—and women, for the matter of that—as Mrs. Wilde handled the Harford 1 impeccably. M. Lemballe (Lemballe) had the bad luck to fail right at the top, and J. C. Moncrief (Austin/Ford) suffered even more deeply as he lost a cylinder at the bottom and



struggled upwards on three, only to fail right at the "Section Ends" notice.

There remained interesting sections such as Greystones and Beaumont, each of which earned its crop of failures, but didn't catch any of the potential winners. Proceedings ended at the Northfield Inn, where even those who had suffered chassis derangements agreed that they'd had a thoroughly good day, during which everything was carried through smartly. Even the thoughtfully provided tractors were made unnecessary by the willing efforts of onlookers.

RUSSELL LOWRY

PROVISIONAL RESULTS

Pennine Trophy: T. C. Harrison (Harford 2), marks lost 16

Opposite Class: D. Rayner (Bulldozer Spl.), 61.

Novice Award: A. I. Morland (Austin), 56

Team Award: Red Rose Team—Alan Butler (Butler), Cyril Corbishley (C.C.S.), Ken Bailey (Bailey), total marks lost 95

1st Class Award: Maurice Wilde (Wildford), 22; H. Hall Cryer (Trident), 22; G. P. Mosby (Ford), 23; Ken Bailey (Bailey), 23

I.M.R.C. AUTUMN TRIAL

**Close fight for Premier Won by
K. P. Murray (M.M.)**

IN the Irish Motor Racing Club's "Autumn" trial only 1½ marks separated premier award winner Kevin Murray, of Sligo, driving his Mercury V8-based M.M. special, from Jack Gibney in his new and very short Ford Ten special. Most creditable performance was that of Dermott O'Clery, who successfully piloted a 13 model M.G. into third place with 42½ marks against 52½ for Murray and 51 for Gibney. This was the only car other than a trials special in the first 11 placings.

This was to have been a 40-mile main road trial in the Wicklow Mountains, with seven special tests and little or no



IRISH SPECIAL: Maurice Cavey in his uncompleted Ford Special in the Glassamucky test during the I.M.R.C. Autumn Trial. He gained a 1st class award

Technical and Otherwiseby John Bolster

Two Wheelers on Parade

AT the Motor Show this year it was obvious that the public attendance was far below that of previous occasions. The thing had ceased to grip the popular imagination, and most of the people who did bother to turn up looked apathetic, or even bored. One gathers that the organizers are by no means unaware of this state of affairs, and that it has them mildly worried. With all due deference, therefore, and with my metaphorical cap in my hand, I suggest to the S.M.M.T. that they study the Cycle and Motor-Cycle Show. They would certainly learn a lot about staging an exhibition.

This show had atmosphere, and it was *fun*. The most important deviation from the car manifestation was that successful competition machines were allowed on the stands, and that really did bring the thing to life. The enthusiasm thus engendered had got into the attendants, and they answered questions cheerfully and accurately. What a contrast to the typical couldn't-care-less attitude that car salesmen cultivate!

There are two ways of presenting a competition motor. One either leaves it smothered in road dirt, oil, and dead flies, or else one gives it such a dose of elbow-grease that it outshines the show models themselves. A.J.S. did it both ways, and Viney's successful International Six Days' Trial machine was just as filthy as when it checked in on the last day. On the other hand, the record-breaking "7R" and sidecar of Doran and Monneret, and the famous "Porcupine", had been thoroughly smartened up for the occasion.

The Porcupine is of immense interest to our half-litre brigade. It is a side-by-side twin, of which the cylinders lie horizontally forward. The two overhead camshafts are arranged in the classical manner, and it is the shape of the cooling fins that gives the engine its name. It is built as a unit with the gearbox, which it drives through a pair of spur gears, but the clutch projects into the airstream for cooling purposes. The final drive is by chain. I understand that, even if this engine were available, the short stroke prohibits a "dope" compression ratio being realized.

Another motor that might come in handy for Formula III is the new 500 c.c. Douglas flat twin. It is built up in the form of a "power egg", incorporating the transmission and all auxiliaries in an aluminium housing, and a right-angle drive between engine and gearbox presents the final chain in the correct sense. The chaps on the stand were a bit secretive about the performance of this one, and one gathers that it is still really in the prototype stage.

It is a pity that the Sunbeam vertical twin has all the valves inclined in one plane, for while this allows operation by a single overhead camshaft, it prevents the kind of power production that Brands Hatch requires. Apart from that, the unit construction and shaft drive would fit in well for car work.

Of course I went to the Norton stand, and admired

Geoff Duke's racer. The new "Feather Bed" frame obviously owes its success to its extreme rigidity, which is the same story as car racing now underlines. Such things as engine plates are welded straight on to the tubes, dispensing with the lugs formerly employed.

Another interesting frame was that of the racing 125 c.c. Dot, which was the fastest British bike of its size in the Isle of Man, though beaten by the Mondial 4-stroke. The whole thing was fabricated from square section tubing, and the Villiers motor was hung on the bottom with the cylinder nearly horizontal. As with all racing machines, both wheels were sprung, and on several stands the suspension was shown in vivid action against eccentric drums. I was most interested to see the Matchless thus displayed, for I was privileged to test the prototype during the war.

The Italian Lambretta scooter was shown, and so was the enclosed record breaker that achieved the staggering speed of 125 m.p.h. The wheels of this were only nine inches in diameter, with 2.50 inch section tyres, and it holds some 56 records, ridden by Romo Ferri. The 123 c.c. two-stroke motor peaks at 9,800 r.p.m., and the noise inside the tiny thing must be infernal. I understand they give Mr. Ferri a lot of money for doing this, and I reckon he earns every penny!

Talking of two-strokes, an immense variety of "clip-on" engines for push bikes were on view, many of them having mechanized features that were unconventional, to say the least. Perhaps one should give the palm to the Power Wheel for its enlarged hub contains a minute rotary engine. The single 40 c.c. cylinder is balanced by the ignition coil, and the carburetter feeds through a hollow spindle. It develops 0.7 b.h.p. at 3,600 r.p.m., and a clutch and gear reduction are also incorporated in the hub. Apart from its neatness, the main point of the thing is that, when one is held up in traffic, the cylinder head goes on rushing through the air. Actually, all cycle-motors aren't two-strokes, for there was a tiny Italian four-stroke that had a two-speed preselective gear.

The well-known Bond Mimicar was on view, still with its 197 c.c. Villiers engine. Improved in detail, it now has all three wheels sprung and braked.

A much more ambitious car was the Reliant Regal four-seater coupé. This very pretty three-wheeler has the single wheel in front, and its 747 c.c. four-cylinder engine drives the rear wheels through a conventional back axle. The four-speed gearbox is a straight-toothed, sliding-pinion affair, and 65 m.p.h. and 50 m.p.g. are claimed. The tax is only £5, but unfortunately the price, with purchase tax, is just on £550.

Among the celebrities I saw were Freddie Dixon and Francis Beart, but they weren't talking about tuning engines. Kaye Don was enjoying his show, too, and so would you if you went along next year. Why not try it?

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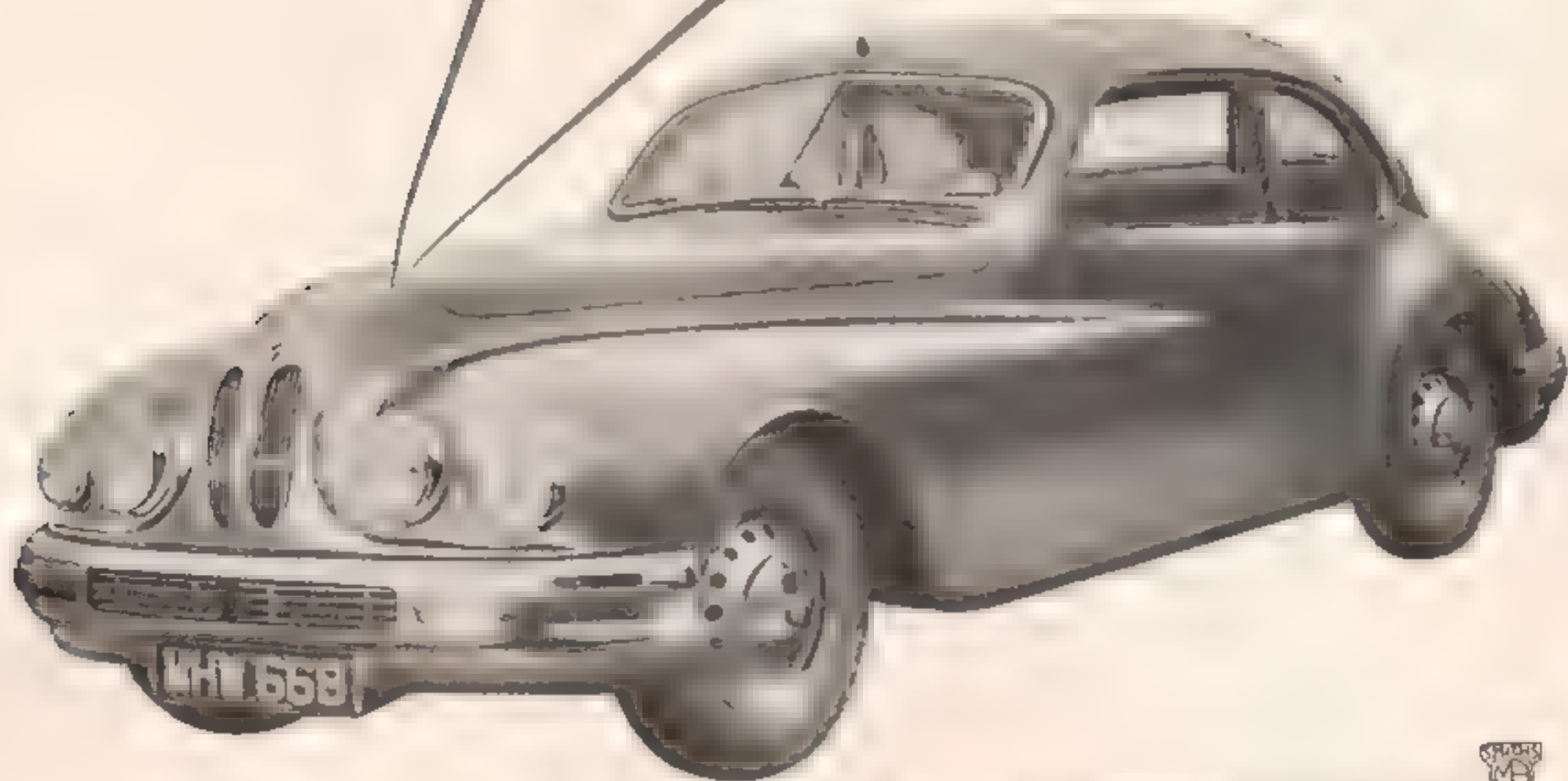
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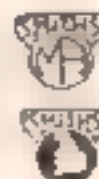
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NEWS from the CLUBS

M.C.C. GOLDEN JUBILEE DINNER DANCE

ARRANGEMENTS have now been made for this function, due to take place tonight, 23rd November, to terminate at 1 a.m. instead of at midnight, as previously announced.

E.A.M.C. "ANNUAL"

THE E.A.M.C.'s Annual Dinner and Dance will take place at the "George", Colchester, on the 30th November. Tickets are going well and anyone requiring these should contact the secretary, D. M. Cordery, "Avondale", Branksome Avenue, Stanford-le-Hope, Essex.

FORTHCOMING NOTTS S.C.C. EVENTS

TOMORROW night, at 10 p.m., the Nottingham Sports-Car Club's Hooley Night Navigation Trial begins. Starting point is the Victoria Embankment, Nottingham, and the course is mainly over metalled roads. A meal will be provided en route.

The Club's annual Film Show takes place on 2nd December, at the News Theatre, Parliament Street, Nottingham. The film, believed to be the only regular sound recordings of all club events during the season, will feature the Gamston races and many other events. Two performances will be given, at 3 p.m. and 6 p.m. Applications for tickets to D. C. Truman, Carlyle House, Ebury Road, Nottingham.

On 14th December the N.S.C.C.'s Annual Dance will be held at the Palais de Dance, Nottingham. Tickets at 12s. 6d., including buffet, are obtainable from F. Mervin, "Woodlands", Valley Road, West Bridgeford, Nottingham. Early next year a "Trips Supper" is being arranged for those who have assisted in a strenuous season's activities.

CHILTERN CLUB ACTIVITIES

MEMBERSHIP of the Chiltern C.C. continues to increase and is now nearing the 200 mark. Among the newer members, the Club welcomes "Mike" Couper, of Bentley/Monte Carlo Rally fame, who launched himself well and truly into the club's activities by presenting an excellent film show to over 150 members and friends at the Crown Hotel, Amersham, on 31st October. His truly excellent colour films covered the Monte Carlo and other Rallies as well as many shots taken during Continental tours. These were all greatly appreciated by the assembled company and at the end Mr. Couper was given a hearty vote of thanks by all present.

The Club's A.G.M. took place on 16th November at the George Hotel, Beaconsfield. Forthcoming events are the

★
BOWLER-HATTED
I. D. Lewis (Ford), on
Cold Sand during the
recent "Cheltenham"
Trial.

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

Chiltern Hills Trophy Trial on 2nd December, and the Annual Dinner, Dance and presentation of Awards on 15th February.

THE Chiltern C.C. will be holding its 7th Annual Chiltern Hills Trophy Trial on Sunday, 2nd December. The following clubs are invited to compete: Berkhamsted M.C. and C.C., Falcon M.C., Hants and Berks M.C., Harrow C.C., North London E.C.C., North West London M.C. and Sunbac.

This year an entirely new course, of about 30 miles in length is to be used. The first competitor will start at 11 a.m. from the Plough Hotel, Codicote, Herts (on the Welwyn to Hitchin Road). Several new hills are being incorporated in the event, and the finish will be at the George Hotel, Silsoe, Beds.

Apart from the usual 1st and 2nd class awards there will also be a team award for the team of two cars putting up the best aggregate performance and also a ladies' award.

Regulations are obtainable from the Hon. Trial Secretary, C. P. M. Green, Esq., "Corriebey", The Avenue, Amersham.

EDINBURGH U.M.C. DINNER

MEMBERS and guests of the Edinburgh University Motor Club gathered at the Royal British Hotel, Edinburgh, on Wednesday, 7th November, on the occasion of the club's Annual Dinner.

The Club President, V. A. D. Browne, was in the chair. The toast of the club was proposed by David Scott-Moncrieff, who made a most interesting and amusing speech. G. W. Dakin replying spoke of the club's activities and achievements in the past year.



David Murray, one of the club's oldest members, gave a most interesting talk on Grand Prix racing. Dr. Buchanan-Smith proposed the guests and Pat Melville, replying, confined his remarks to vintage topics and undergraduate motoring.

Awards were presented for the club's recent Night Rally, J. Storrar (Triumph 1,800 Roadster) taking premier award and H. Klonarides (Hillman Minx) best in opposite class.

All present agreed that social secretary, J. C. Veale had done a first-rate job.

MAINTAINING THE BREED

ON Thursday, 29th November, at 7.30 p.m., Mr. John Thornley of the M.G. Car Company, Ltd., will be addressing the North London Enthusiasts' C.C. at The Black Bull, 1446 High Road, Whetstone, N 20. The subject will be "Maintaining the Breed", and it need hardly be added that it will concern M.G. cars. An epidiascope will be used to project photographs and all who care to come along will be welcome. There will be no charge for admission.

This meeting is followed on Friday, 14th December, by a talk on Motor Racing, with particular reference to the 1951 season, by Mr. John Eason Gibson. The same venue and time as above apply here, and again all enthusiasts are welcome irrespective of club.

ULSTER A.C. FERGUSON MEMORIAL TRIAL

(17th November)

RESULTS

Best Performance: D. G. Johnston (M.G. TD), 93.2 marks lost.

Next Best: W. T. Todd (Humber Spl.), 96.6.

Closed Car Award: W. R. Shaw (Austin), 110.4.

Novice Award: J. K. McNinch (M.G. TC), 116.6.

Retirements: W. P. S. Hume (Lea-Francis), J. McCaughan (M.G.). (An illustrated report of this event will appear in next week's issue).

MID-SURREY A.C. REVIVAL

THE Mid-Surrey Automobile Club, an extremely active body before the war, is back in operation again. The club plans to run events for standard cars, and also a speed trial next season, if a suitable course can be found.

Club nights take place regularly on the first and third Fridays of each month at the Queen Adelaide, Kingston Road, Ewell, Surrey. All enthusiasts are welcome. Hon. Secretary of the M.S.A.C. is V. H. Tuson, the Fiat exponent, and Assistant Secretary is F. Bird, of 101 Woodmansterne Road, Carshalton Beeches, Surrey.

TENBY CHALLENGE TROPHY

THE Tenby M.C.'s Rally for the Lt.-Col. and Mrs. P. R. Howells Challenge Cup last week-end was won, for the second time in succession, by Trevor Jones driving a Morgan 4 4, with loss of 55 marks. Runner-up T. R. P. Thomas (Riley) lost 175 marks and J. Minchin (Land Rover) was third with loss of 302 marks.

"BERKO" DINE AND DANCE

THE annual dinner of the Berkhamsted M.C. and C.C., Ltd., was held last Saturday in the "King's Arms". This was the usual bright "Berko" affair with the popular president, Major Armand Blackley, J.P., in the chair. Toast of "The Club" was proposed by the Editor of AUTOSPORT who made a plea for a combined motor-cycle and car race-meeting to be staged, as the Club has always been noted for its happy mixture of two-, three- and four-wheeler owners. The reply was made by Hon. Secretary Ernest Wrigley, who remarked that "Berko" had actually given serious thought to such a meeting.

"The President" was proposed by Andrew Beveridge, chairman of the Club, and in his reply Major Blackley said that he was not entitled to the many nice things said about him. Mike (Bentley) Couper gave the toast "The Sport" response was made by Norman Lone, competition secretary.

Rodney Walkerley's toast "The Ladies and Visitors" was as amusing as the better West End cabaret turns. He was replied to by Mrs. R. B. Samuels, wife of "Berkhamsted Gazette" Samuels. Mrs. Richard Andrews spoke in humorous vein—giving the impression that the stage has missed an exceptionally fine comedienne.

The season's awards were presented by Mrs. Blackley and afterwards space was cleared for dancing, when Gerry Hancock revealed that he and a piano are no strangers. Altogether a highly successful evening which augurs well for the future of an old-established club.

COTTINGHAM: No, Jack Ross has not been shot at: he is merely engaged in his well-known, breakneck form of bouncing in Godfrey Imhof's Imhof Special. "Goff" is seen here on Beacon Hill.

NOVICES GATHER GUERDONS

Good Weather, but Plenty of Mud, for Falkirk Rally Trial Week-end

LAST week-end's Rally and Trial of the Falkirk and District M.C. proved a tough but enjoyable affair. Novice drivers shone in the Rally section which took place on Saturday, 17th November, while Bill Lamb and his Dellow scored one more P.A. in the Sunday's Trial.

For their day's rallying on Saturday, the Club used only one mile of main road. Though the day itself was fine the selected routes were malicious and muddy after a week's rain. Crafty route cards in which accurate directions were given without the mention of place names tested the skill of navigators. Even veteran Peter Goodall (Dellow) lost his way, finding himself much nearer his own home than the proper route, whereupon he retired.

A. J. Ross in his immaculate Riley had a good day but a distinctly grubby car at the end of it. Nigel Kennedy's Stinson suffered trouble in one of its gearboxes, so he continued on his second bog. Alas! on Sunday he found that the broken teeth resulted in a chewed-up main shaft, which ended up by splitting and prevented him from taking part in the Trial.

Poor Mrs. J. G. Dyer (Triumph) found section 3 of the Rally particularly vicious, for after boating her way through a squelchy section at speed, a solid piece of Stirlingshire rock strata came as a sudden surprise. Banging her head against the roof and coming up hard against the steering wheel, Mrs. Dyer was completely winded, but her passenger, with great presence of mind, quickly grabbed the wheel, and motoring proceeded without more ado.

Secretary J. B. Millar (Ford) did a grand job of Test 1, while novices I. Bennett (M.G.) and Jack Halley (Jaguar)

showed good route-following capacities and a happy abandon in both the Test watersplash and the many watersplashes on the Stirlingshire by-roads, resulting in class wins for both of them in their first competitive rally.

The number of entries for Sunday's Trial was disappointing. The weather was fair and dry, and the hills had that lovely consistency of cold porridge that is splatteringly deceptive.

Peter Goodall turned up in his Dellow, and gave a stalwart performance indeed, but on the double hill of Logie, Bill Lamb was the only competitor to conquer both slopes, the little black Dellow edging its way up inch by inch to the applause of spectators in their Sunday best, who had forgotten they were wearing their good shoes until the mud seeped over their ankles.

A very stout effort on the Logie reversing test came from Bill Watson in his Ford Special, but again Lamb's Dellow, almost bending a wing and picking up a puncture, gave the day's best performance.

A. N. FORD.

RESULTS

Rally Class Winners, Under 1,500 c.c.
(Open): L. Bennett (M.G.), 7 marks lost.
(Closed): J. B. Millar (Ford), 16 marks lost.

(Over 1,500 c.c. (Open): A. J. Ross (Riley), 14 marks lost. (Closed): J. Halley (Jaguar), 18 marks lost.

Trial Results

Premier Award: W. J. Lamb (Dellow), 70 marks gained.

1st Class Award: P. M. Goodall (Dellow), 58 marks gained.

2nd Class Award: W. Watson (Ford Spl), 50 marks gained.



I.M.R.C. Autumn Trial*—continued from page 655.*

mud; however, owing to heavy rain for several days previous to the event many of the special tests became pylon-marked courses in miniature bogs. The specials, of which there were many on display, had things all their own way with the shining exception of Dermott O'Clery and his J3. Harold Johnson gave his usual clean performance with the shortened two-seater Lancia Aprilia, finishing with fourth best performance and 41½ marks; he was followed by Johnnie Bell in his potent Riley-radiated Ford special with 40 marks, and Tom Ohle with the blown Dellow (39½ marks). Maurice Cavey gave an excellent performance in his still unfinished Ford-based MKV, being navigated by motor-cyclist Arthur Joly.

Several new specials were observed, including "Paddy" Le Fanu's model "Y" Ford-based affair, Jimmy Millard's awkwardly named Millpool-Morford and R. A. Laird's new home-assembled Dellow which he drove up from Sligo. The usual TC and TD MGs were performing but mostly disliked the mud in the figure of eight test at Glassamucky, exceptions were Cecil Vard and Bill Young, both in TCs.

Altogether an enjoyable and successful event, proving once again the complete ascendancy of the properly built special over the normal production sports-car.

H. A. D. R.

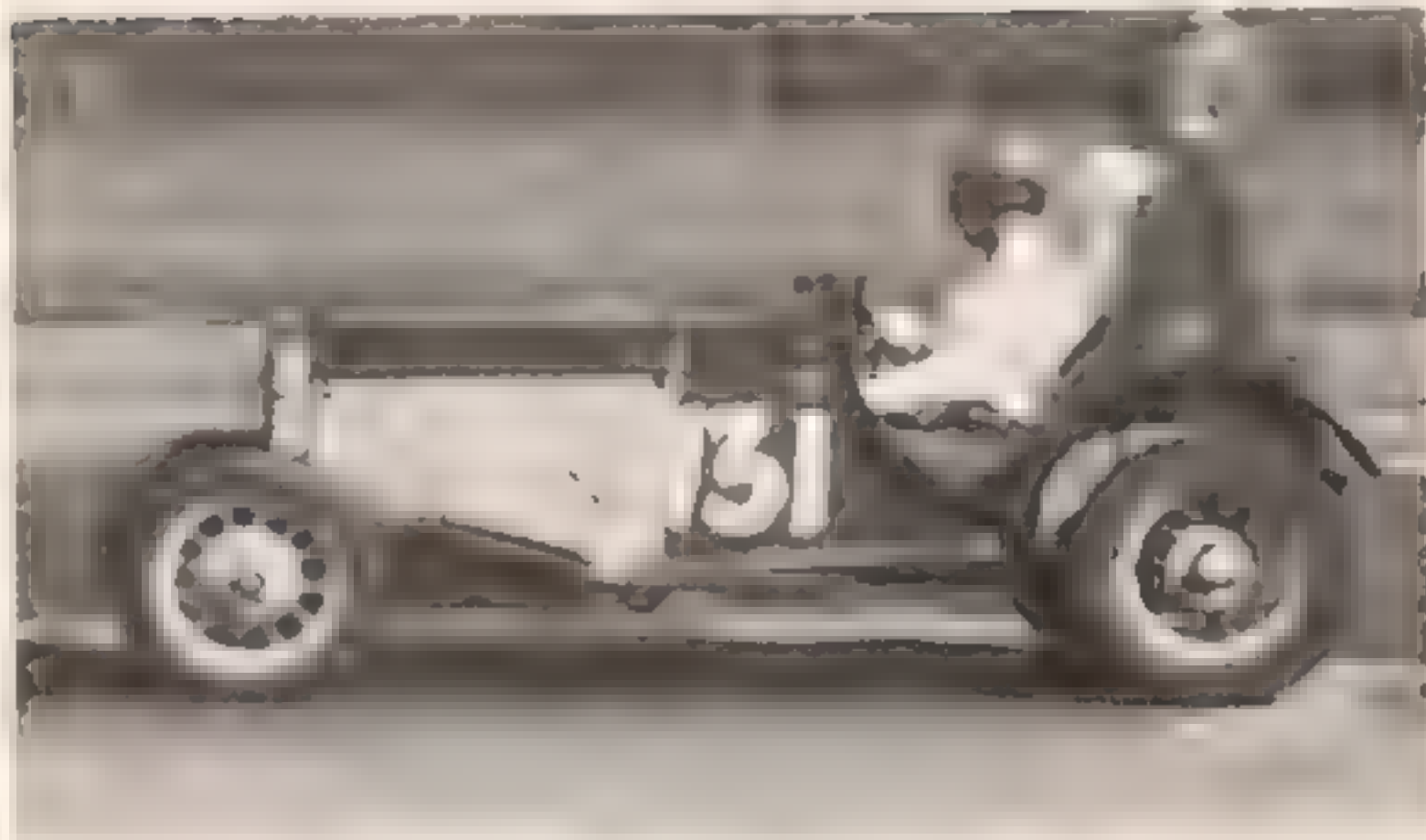
RESULTS

Premier Award: K. P. Murray (M.M.), 52½ marks.

1st Class Awards: J. Gibney (Ford Spl.), 51; D. O'Clery (M.G.), 42½; H. C. Johnson (Lancia), 41½; J. A. Bell (Ford), 40; T. P. Ohle (Dellow), 39½; M. Cavey (M.K.V.), 36½.

2nd Class Awards: J. C. Millard (Millpool), 31½; R. A. Laird (Dellow), 27½; R. B. S. Le Fanu (Ford Spl.), 25½; N. R. Young (Ford Spl.), 24½; C. Vard (M.G.), 23½; A. L. Young (M.G.), 21½; A. B. Knowles (M.G.), 21½.

Novice Award: R. A. Milne (M.G.), 14½.



NOT WHAT IT SEEMS. This very Austin Seven-looking special appeared during the summer at the Eight Clubs meeting at Silverstone. It does not qualify as a "750" Formula machine, by reason of the motive power being provided by a single cylinder 500 c.c. J.A.P. speedway engine.

NEW RHYL SECRETARY

KEN DRINKWATER having left Wales for Liverpool owing to business obligations, the duties of Car Competitions Secretary of the Rhyll and District M.C. have been taken over by Glynn Edwards, whose address is 3 Kinard Drive, Rhyll, Flintshire.

FIFTY-ONE MOTOR CLUB

IN pre-war days there was a flourishing motor club known as the N.A.L.G.O. Metropolitan District Motor Club. Its activities were mainly social with an occasional sporting event thrown in and an attendance of over 100 cars was not infrequent. Since the war most of the Local Government Officers are either too poor to own cars (or too honest) or so overworked that they have no time for extraneous activities.

In consequence of the lack of support from within the ranks of local government, it was reluctantly decided to wind up the old club and reconstitute it on non-sectarian lines and open it to any member of the motoring public.

The new club is now nearing the end of its first season and is running a meeting every month except August.

The programme usually consists of a treasure hunt or similar exercise, followed by tea and prize giving, etc. It is hoped to be able to include some mildly sporting activities next season.

The Fifty-One Motor Club, as it is now called, offers a full year of well-organized motoring interest in the best parts of Kent and Surrey for the modest subscription of 5s.

The Hon. Secretary is Mr. J. B. Mason, 19 Lake Road, Shirley, Croydon.

More News from the Clubs on page 672

Correspondence—continued from page 655**Coming Attractions**

RE your "Coming Attractions" column, might I suggest that in future a more informative synopsis be given?

I'm sure that other fans will agree with me in this.

There was a trial at Petersfield recently—but as no starting place was mentioned, I had to miss it. Being a stranger here makes it more difficult to hunt for the start.

G. D. WOODWARD

c/o G.P.O., LONDON.

(Ad) available information is published in our weekly "Coming Attractions" column, but we rely on the Clubs concerned to keep us posted on starting points and times of their events.—Ed.)

Those Zebra Crossings

MAY I be permitted to say a word or two on the subject of the new "zebra" crossings, having had some experience of them, as both a pedestrian and a motorist.

My attention was called to a cartoon in one of the popular Sunday papers last week, and although it was naturally intended as humorous, it also shows what could indeed be fact.

Speaking as a pedestrian, the "zebras" are an excellent idea, giving one a reasonably safe method of crossing the road, whereas at the original crossings, one was very much at the mercy of the traffic and had to rely on the generosity of those drivers who would stop. Undoubtedly a grand idea, but what of the motorist and his point of view?

Being an impecunious young gentleman (?) myself I do more driving on "Sevens" rehased and otherwise than on other vehicles, and although I keep my brakes in excellent order, by Seven standards, I cannot hope to pull up as short as, say, an A40. Thus the situation in the cartoon approaches reality, despite the fact that I always leave the maximum possible gap between myself and the car in front that traffic conditions permit.

My point is—how the new crossings are a good thing but are liable to be abused. So I would appeal to pedestrians: remember that it is the driver and his brakes, in conjunction with the road surface that stops the car and not you, however boldly you step on to the crossing. And to the driver, if you see people waiting to cross, pull up, if you have room—and give them a chance.

G. A. BISH

BIRMINGHAM

BOOK REVIEW

"Image in the Dust".

Author: Warwick Scott.

Size: 4½ ins. x 7½ ins. 254 pp.

Price: 9s. 6d.

Publishers: Peter Davies Ltd., 38 Bedford Square, London, W.C.1.

ALTHOUGH a subject like motor-racing would seem to offer considerable possibilities in a work of fiction, surprisingly few works of this class have been offered to the public. One of the few is *Image in the Dust*, a motor-racing thriller by one who calls himself Warwick Scott and is the author, under various other pseudonyms, of about 40 other books.

The story centres around a driver and his car, and a team manager and his wife. The husband estranges himself with an awful secret, so wife goes to driver, not without repercussions all round. Interwoven with testing of the new racing-car, a crash and the final big race, this takes 254 pages to manifest itself, giving the writer plenty of room to spread himself before each action. He does.

At times the turgid deliberation in driver Selby's actions, self-recorded, is scream-provoking, and many a page must be turned before something positive

happens. This delayed action does not bore, however, and the reader will find himself impelled to wade on through Mr. Selby's mental strife, meeting occasional light relief by such passages as this: "For the first time I had a sudden doubt that I should drive as well as I must for Charles, with the other thing in my mind. Then, when I got into the seat of the Wray, and touched her wheel, the doubt broke clean. With this instrument I could go through the gates of blazing with my shoes laced." Clearly *Image in the Dust* is intended for a lay public, and one suspects the author himself is a wee bit that way, for some of the technicalities are distinctly hazy.

The team manager's secret—"the other thing", takes a long, long time to emerge, and is somewhat anticlimactic when it does. As a pathetic victim of his own weakness, however, he is well portrayed. A quick action thriller? Not on your life, but it makes interesting reading, and curiosity carries one through to the inevitable victory in the big race and supper under a cherry tree in old Lorraine. The author endears, not for the smart remarks of his hero nor for the over-lucid passages, but for occasional little racing vignettes which reveal his reverence for the marque Bugatti and his sharp awareness of that thrilling sound, the E.R.A. exhaust note

C. P.

F. & E. STONEHAM

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Just the book for winter evenings or for those keen "rally types" who will shortly be digging out their unditching gear. The story of Mr. Davis's many efforts in this very popular branch of our sport.

SPEED TRIUMPHANT by Pierre Fisson

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The English version of a very popular motor-racing novel previously published in France. It gives a very authentic insight into the life and activities of many well-known drivers—the only fictional character being the hero. An unusual book and good reading.

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This set of six beautiful full-colour Christmas Cards have been specially painted by that great artist Roy Nockolds. They are quite different from previous cards as they depict the activities of motor-racing such as pit scenes at present-day British venues, modern racing-cars and recent happenings. **DON'T DELAY—ORDER YOUR SELECTION NOW.** They are supplied either in boxes of six at 7s. 6d. or any quantity of any card at 1s. 3d. each.

(1) Racing at Night (Jaguar at Le Mans)

(2) Pit Signal (Alfa-Romeo)

(3) Behind the Pits at Silverstone (Alfa Team)

(4) Unloading in the Rain (Bira—Osca at Silverstone)

(5) Model Racing (Maserati)

(6) First Appearance (Ferrari at Monza)

1-3 STATION BUILDINGS, NEW BRIDGE ST., E.C.4

M.C.C. "EXETER"

REGS. have just been issued for the 28th Exeter Trial (28th and 29th December), organized by the M.C.C. There will be three starting points, Virginia Water, Stratford-on-Avon, and Plymouth. Time of start will be from 10.30 p.m. onwards on the evening of 28th December. Finish will be at the Grand Hotel, Bournemouth, on the afternoon of 29th December. Entries close on 1st December, at £2 for each car, and £1 for three-wheelers and motorcycles. Team entries are £1 and 10s. respectively.

* * *

THE FEDDEN TROPHY TRIAL

TOMORROW'S Fedden Trophy Trial will be run on somewhat changed lines from former years, having undergone a "hardening-up" process. The organizers, the Bristol M.C. and L.C.C., feel that even a selection from the best of the dozen or so held used in former years could not produce the desired competitive element. Thus the plan is to make it a really tough trial, run something on the lines of the events held in the Pirbright and Bagshot areas, with mud instead of sand as the main distinguishing feature. There will be a short road section from the start at the Cross Hands Hotel, Old Sodbury. Nine observed hills will follow, all situated in a valley adjoining Ashwicke Park Woods, North Wraxall, near Marshfield, Glos. The finish will be at the Cross Hands Hotel as usual. Entries total 45.

* * *

MORGAN 44 NIGHT RALLY

THE Morgan 44 club will hold its First Night Rally on Saturday and Sunday, 1st-2nd December. Starting points will be Manchester, Gloucester and Hertford, and it is left to competitors to choose the most convenient start. Entries will be accepted from both members and associate members, which should make the event most interesting to all. Breakfast will be ordered at the finish, Leicester, after which competitors will be encouraged to get out their leathers in preparation for the Concours d'Elegance.

* * *

LANCS AND CHESHIRE
SOCIALITIES

THE Lanes and Cheshire C.C.'s Annual Bonfire run postponed from 5th November, was held on Saturday, 10th November, in Jackson's Field, Hale Barnes, Cheshire. This proved to be one of the most successful social events held by the club. Some 200 members and friends were present and were issued by Company Sergeant-Major Bailey, K.R. with a supply of Parka, Treacle Toffee and Fireworks. The whole party was voted a ROARING success, so much so, that when the working-party arrived to clear up the next day, the fire was still burning.

The Winter Film show followed on Thursday, 15th November, at Five Ways Hotel, Hazel Grove, Cheshire. The

COMING ATTRACTIONS

November 23rd-25th. Concluding Stages, International Pan-American Road Race, Tuxtla-Cd. Juarez, Mexico.

November 24th. Bristol M.C. and L.C.C. Roy Fedden Trial, S. Glos. Start, Cross Hands, Old Sodbury, 10 a.m.

Nottingham S.C.C. Night Trial Start Victoria Embankment, Nottingham, 10 p.m.
Omagh M.C. Trial.

November 24th-25th. Vintage S.C.C. Southport Week-end.

November 25th. Kentish Border C.C. Sporting Trial, Kent. Start, Spring Tavern, Wrotham Heath, 10 a.m.
Leicester C.C. John Bull Trophy Trial, Leics. Start Lee Street Car Park, Leicester, 11 a.m.

December 1st. N.W. London M.C. Gloucester Trial, Cotswolds.
Vintage S.C.C. Bisle Rally, Blackwater.

December 1st-2nd. Morgan 44 Club First Night Rally. Starting points Manchester, Gloucester, Hertford.

December 2nd. Chiltern C.C. Trial, Chilterns.

Welsh Counties C.C. Trial
Hagley and District L.C.C. Trial, Shropshire.

N. Midland M.C. Trial, Derbyshire.
Plymouth M.C. Trial, Devon.

room provided by mine host Bob Harrop was filled to capacity, estimated at 160 members and friends. Jack Twyford gave members a 24-hour show with a comprehensive range of films and comparisons from the assembly of the Bond Minicar to the assembly of the Mark V Cooper, plus "action" shots of many members in mud and snow. A very enjoyable evening.

The Club's Annual Dinner Dance is to be held on 6th December, at the Grand Hotel, Aytoun Street, Manchester 1. Organization is well under way, and many tickets have already been sold. Applications to the social secretary, D. F. Mallatieu. The club A.G.M. is to be held on 22nd November at Five Ways Hotel, Hazel Grove, near Stockport, beginning at 8 p.m.

* * *

NORTHAMPTON NIGHT
NAVIGATION

TWENTY-NINE drivers and navigators took part in the Northampton and District C.C.'s recent Night Navigation Trial, run over a 75-mile course. Starting point was the Swan, Lampport, and the first clue, "Sweeney Todd's Lido", led competitors to Cut-throat Lane, Overstone. Here a decoy marshal occupied a tent in the woods, while the real marshal waited near the swimming pool.

"Digger's Repose", Clue No. 2, took the cars to an old hut on some ironstone workings at Laddington, after which the third clue, called "Dry House", led the eager hunters to Orthingbury, where the

check marshal was ensconced in the cellar of an old house, "Dingle Dangle", in Dingley Woods, followed, then "Tradesmen's Entrance", which brought competitors to a "haunted house", deserted Sully Manor. As each car arrived the check marshal at this point, concealed near the old entrance gates, pulled a rope which produced a ghostly tolling of a bell somewhere in the empty mansion. This sound effect was designed to put competitors off the scent, but those who solved it next grappled with "Mind Your Heads", which entailed a visit to Crick canal tunnel, where a decoy took the form of a lamp suspended a few inches above the water. The check marshal was waiting on the canal bridge.

"No Lift", the seventh and last check point, was in an old hay loft at Sedgebrooke, the marshal being reached by a rickety ladder. First man to reach home, in the early hours of the morning, was R. A. Johnson, who, with his navigator, solved every clue, gaining the Cedus Trophy for best performance. The Charles Chinn Cup goes to his able navigator. Second in the Trial was R. F. Twynan, followed by P. Russell Wilks and E. Lewis.

CLUB FIXTURES

British Racing Mechanics Social Club.—Annual Dinner and Dance, 23rd November, Park Lane Hotel, Piccadilly, W.1.

M.C.C.—Golden Jubilee Dinner/Dance, 23rd November, Park Lane Hotel, Piccadilly, W.1. 6.30 p.m.—1 a.m.

M.G. C.C. (N.W. Centre).—Annual Dinner, 23rd November, Buxton.

Bentley D.C.—Noggin and Natter Meetings 24th November. Bricklayer's Arms, Maidstone, Sussex 7 p.m.
White Hart, Heston-on-Thames 7 p.m.
Devonshire Arms, Crickle, Yorks 4 p.m.

25th November Ball and Rova Hotel, Preston, Lancs. 12 p.m.

27th November. Ye Olde Thatched House, Epping, Essex. 7.30 p.m.

Alvin O.C.—Noggin and Natter, 24th November, Chequers Inn, Eversley Green, near Basingstoke.

Singer O.C. (Northern Section).—Noggin and Natter meetings. 27th November. Red Lion Hotel, Wilmslow Road, Withington, Manchester, 7.30 p.m., Guildford Hotel, The Headrow, Leeds 1, 7.30 p.m.

A.C.O.C.—Talk by John Arlott, 28th November, Barley Mow, Horseferry Road, S.W.1.

Aston Martin O.C.—Last Thursday meeting, 29th November. Whyte Harle Hotel, Bletchingley. 7.30 p.m.

Vintage S.C.C.—Last Thursday meetings, 29th November. Jolly Farmers, Enfield Road, Enfield, Middlesex; Smoker Inn, Plumley, near Northwich, Cheshire; Crescent Hotel, Ilkley, Yorks.

Hants and Berks M.C.—Last Friday meeting, 30th November. New Inn, Eversley, 8 p.m.

More News from the Clubs on page 676.

HERSTON

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1937 3½-Litre Hotchkiss fourseater coupe immaculate	£675
1928 4½-Litre Bentley Van den Plas tourer Absolutely original in every respect	£450
1935 Alvis Firebird D.H.C. Engine completely overhauled, crack ground, etc. Finished black and chrome.	£225
1929 Sunbeam 21 h.p. fourseater coupe, good, reliable and cheap. On motor.	£95
1926 Hotchkiss A.M.2, 16 h.p. close coupled tourer, very good order good hood and screens.	£95
1935 2.5, 1 open 4-Seater, very good runner.	£100
1930 4½-Litre Bentley open 4-Seater, superb order, new hood, £150 just spent. This is the Butcliffe Bentley, need we say more	£350
1928 Hillman 14 h.p. tourer, in very good order	£75

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1940 ALVIS Speed 25 tourer	£625
1935 AUSTIN 10 drophead fourseater	£245
1951 (registered) BENTLEY 4½ litre tourer by V.D.P.	£425
1929 BENTLEY 4½-litre drophead by Carlton	.. ..	£365
1925 BENTLEY Red Label tourer by V.D.P.	.. ..	£295
1925 BENTLEY Blue Label tourer by Gurney Nutting	.. ..	£275
1934 BUICK Majestic 38 h.p. d.b. fourseater, specimen car	.. ..	£425
1939 FORD V-8 Model 91A drophead	.. ..	£475
1946 FORD V-8 Model 61A saloon	.. ..	£395
1937 FORD V-8 Model 78 saloon	.. ..	£295
1932 INVICTA 4½-litre d.b. fourseater	.. ..	£275
1931 LAGONDA 3-litre tourer	.. ..	£245
1949 M.G. TC 1400 miles	.. ..	£775
1938 M.G. 2½-litre 4-seater	.. ..	£425
1937 M.G. 2½-litre saloon	.. ..	£345
1935 M.G. KN Magnette pillarless saloon	.. ..	£225
1934 M.G. NE Magnette 2-seater	.. ..	£295
1937 M.G. TA 2-seater (choice of two)	.. ..	£385, £375
1935 M.G. NA Magnette 2-seater	.. ..	£195
1934 MORRIS 4 4-seater tourer	.. ..	£265
1938 PACKARD 40 h.p. drophead fourseater	.. ..	£385
1935 RILEY Falcon 1½-litre saloon	£245
1923 ROLLS-ROYCE van 2½ h.p.	£95
1934 VOLVO 1½-litre 4-seater tourer	£255

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LAGONDA 2-litre, 1929 4-seater tourer 100% all round condition.	£250
VAUXHALL 30 98 2 seater Rebores & sleeved, 6 new tyres, battery	£300
FRAZER-NASH BMW 1936, 2-litre drophead coupe, new hood, etc.	£325
ROLLS-ROYCE 20 h.p. sal., 1925. £140 spent this year	£195
BENTLEY 4½ litre drophead fourseater coupe, completely rebuilt last year, £10 tax	£500
BENTLEY 4-seater tourer, 1928 4½-litre chassis fitted with 1929 3-litre Red Label engine. Has just been completely rebuilt	£400
BENTLEY 4½-litre supercharged, 1931 4-seater tourer. This Bentley is literally in mint condition and second to none	£485
ALVIS Silver Eagle Roadster, 1932 Over £300 recently spent at Alvis.	£200
HOTCHKISS 1931, 24 h.p. saloon. New tyres, taxed.	£125
MORRIS COWLEY 1929 Roadster, 4 new tyres, taxed.	£50

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1939 TA Tickford drophead coupé, finished in cream and red, perfect throughout, £465.

1939 TA 2-seater, cream and red, spotless, £445.

1938 TA 2-seater, blue, one owner since new, perfect, £425.

1937 TA 2-seater, red, exceptional condition, £415.

1937 TA 2-seater, maroon, very smart, £395.

1936 PB 2-seater, BRG rebuilt throughout, £325.

1934 K2 Magnette 2-seater, red, as new, £325.

1934 PA 2-seater, black, spotless, £295.

1934 PA 4-seater, green, resprayed and hooded, perfect, £285.

1936 PA 2-seater, red, very nice order, £275.

M-Type 2-seater, very nice condition, new hood, £125.

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1949 M.G. TC 2-seater, low mileage, exceptional condition, red, £745. 1950 M.G. TD 2-seater, very low mileage, exceptional condition inside and out, several extras fitted, ivory with red leather, £995. Two other TD models in stock. —Rose and Young, Ltd., 65-69 Sternhold Avenue, Streatham Hill, S.W.2. Tel.: Tube Hill 6464 and 8182.

1935 PA, just rebuilt, spare engine, many extras, excellent order. £285 or reasonable offer.—1 Bath Road, Stourbridge.

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1. 1951 MK. V COOPER complete with J.A.P. 4 stud engine and spare Triumph Twin. Ready to race. £600

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3. 1951 MK. V COOPER, new tyres, long range tanks, special oil tank and Norton engine & gearbox mountings. Completely reconditioned. £440

4. COOPER TRAILER, fitted with Cooper Elektron wheels and Dunlop tyres. £40

5. 1950 LIGHTWEIGHT COOPER chassis and body. Complete with engine mountings, tanks and steering, but minus suspension arms and wheels. In slightly better condition. Quick sale £90

6. 500 c.c. TWIN O.H.C. Norton engine fitted with latest all alloy cylinder head and sodium exhaust valves. The whole engine in new condition. £265

7. 1951 VAUXHALL VELOX (Reg. 23-11-50) complete with many extras, including push button radio and heater equipment. 9,000 miles, in absolutely unblemished condition. £1205

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VERITAS-METEOR post-war 2-litre BMW, 130 m.p.h., 2-seater. Import duty and purchase tax have been paid on this vehicle. Exceptional condition. £1,475.—Rose and Young Ltd., 65-69 Sternhold Avenue, Streatham Hill, S.W.2. Tel.: Tube Hill 6464 and 8182.

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(Continued overleaf)

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1931 RILEY NINE DYNAMO, "Brooklands" remote control for "short" type gearbox.—Moran, Caledonian Hotel, Edinburgh.

SILVERTOP HEAD for Morris Minor Series M.M.—Heath, Hall, Repton, Derby.

News from the Clubs—continued.

EAST ANGLIAN FILM SHOW

A VERY well supported gymkhana event, featuring several driving tests was staged by East Anglian M.C. at Earls Colne aerodrome last Sunday. Some 40 cars turned up in appalling weather, the later tests being run by the light of car headlamps. Afterwards, a film show was staged at the "Bull", Halstead. Unfortunately the 16 mm. projector broke down, and whilst another was being procured, a passing visitor in the person of the Editor of AUTOSPORT was persuaded to give a short talk on G.P. racing and personalities. The films were worth waiting for; the programme comprised the Shell "Monte Carlo Rally, 1951", and surprisingly good all-colour shots of the "Champagne" and "Evian-Mont Blanc" rallies, taken by "Healey" Heyworth. Another visitor was Marcel Becquart, who won the "Monte" in 1950.

M.G.C.C. NORTH-WESTERN
KIMBER TROPHY

Ted Needham Wins in Day Out for
 Standard Cars

THE North-West Centre of the M.G. Car Club held their Cecil Kimber Trophy Trial for M.G. cars only on Sunday, 18th November, over a 50-mile course, starting at Macclesfield. An entry of 22, with a single defaulter, faced the starter. Excitement occurred early on, when the old coaching road between Whalley Bridge and Buxton stopped the entire entry, to such condition had it been reduced by the weather. The next point of interest was a section known as The Racket, divided into six sub-areas, each only little more than a car's length. Although none succeeded in getting higher than section 4, the efforts of each succeeding driver to outdo his predecessors led to much cheerful enjoyment. Things eased off thereafter, and the remaining four observed sections were climbed by most of the entry. Spice was added by the inclusion of four driving tests. The start having been left conveniently late, the delay suffered on the first hill meant that most people reached the finish in darkness, but this didn't seem to worry anybody, as the cars were fully equipped standard models with the normal complement of lights and weather protection.

The results showed that Ted Needham's hand had not lost its ancient cunning, and had gained him a single point of vantage on the hills over Denis Scott, who, in case of a tie, would have been lying in wait for him with best time in the tests. Altogether a very satisfactory state of affairs.

Proceedings wound up with a good meal and an enjoyable show of Jack Twyford's films in his own manner.

RESULTS

Cecil Kimber Trophy: F. E. Needham (TD).

Second Best: D. G. Scott (TD).

Third Best: R. A. Hopkinson (TD).

Team Prize: "The TDs", R. A. Hopkinson, D. G. Scott, G. R. Holt.

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